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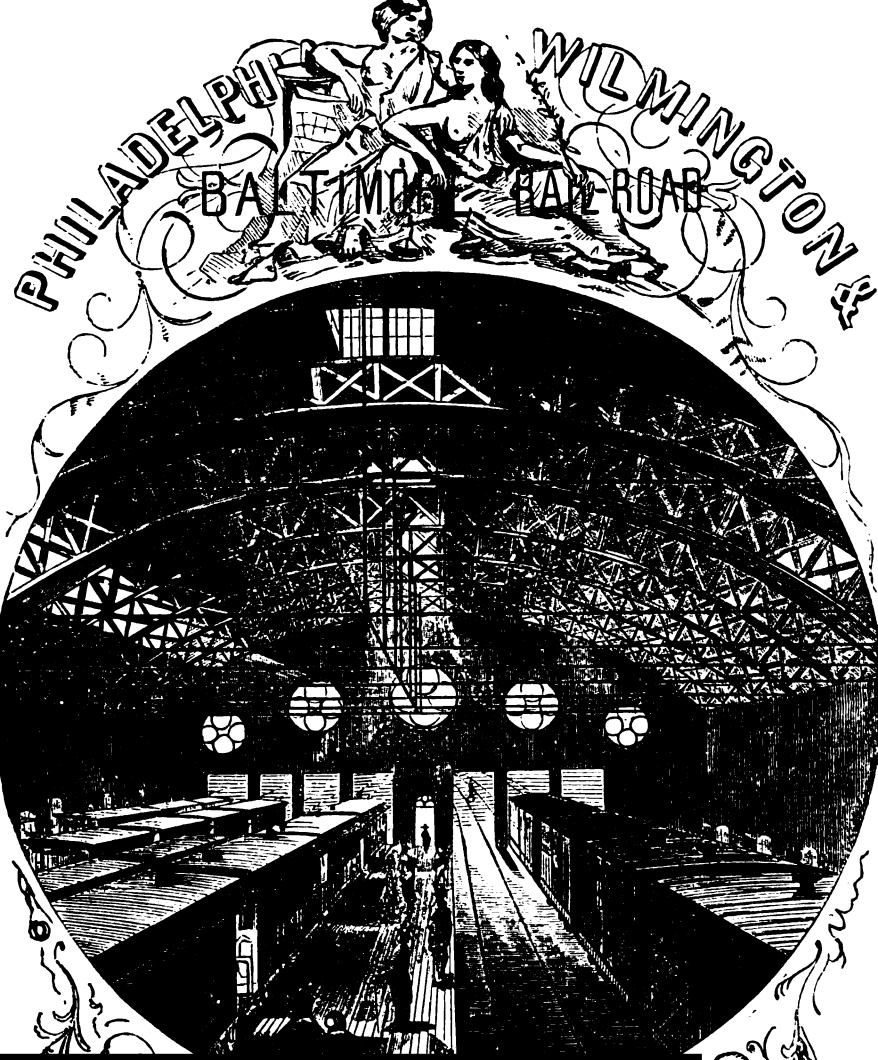
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Philadelphia, Wilmington and Baltimore railroad guide

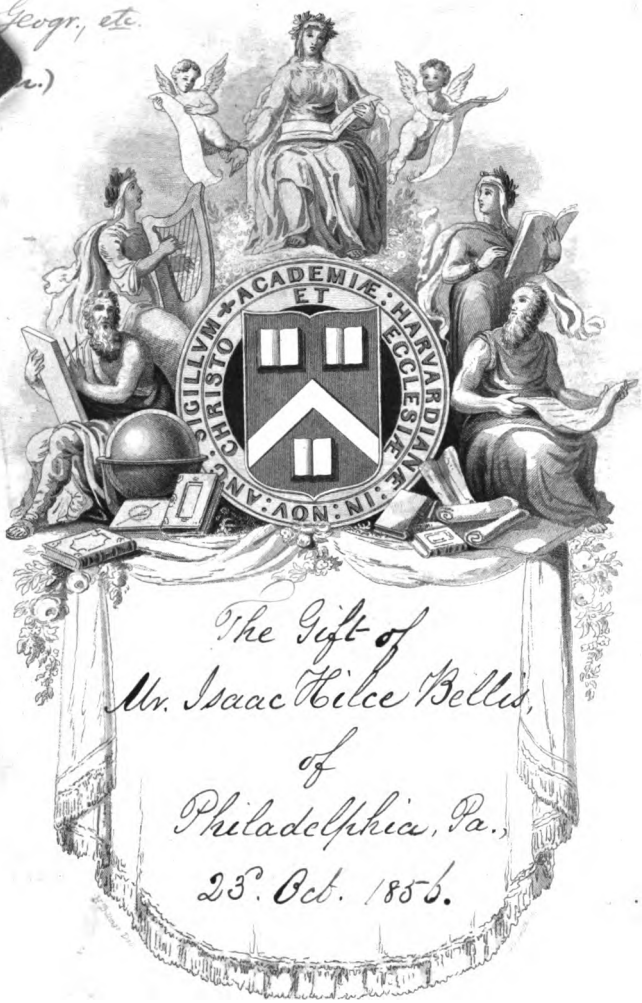
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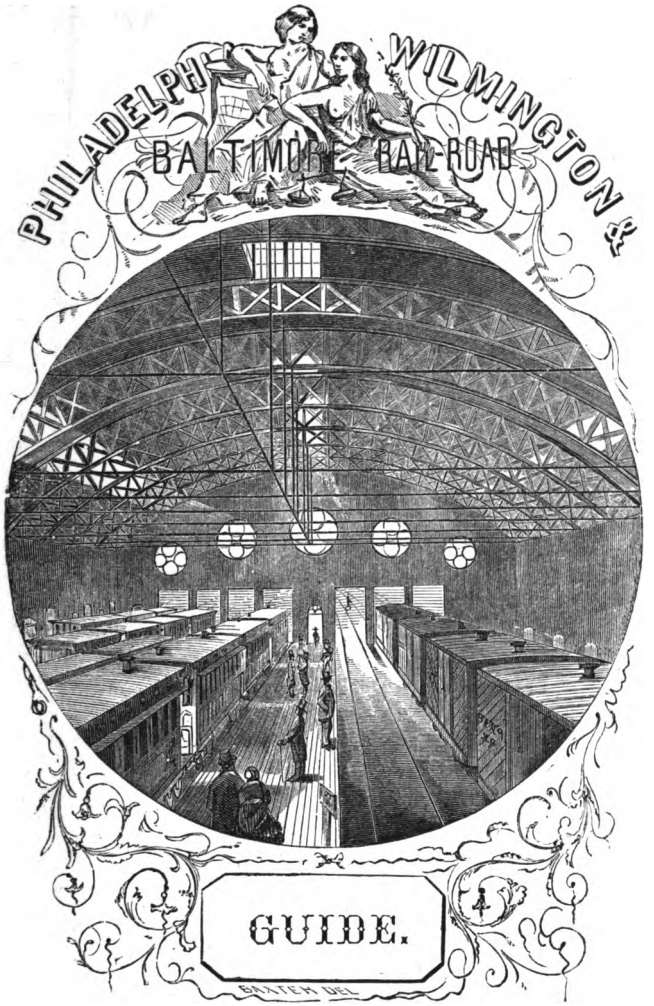
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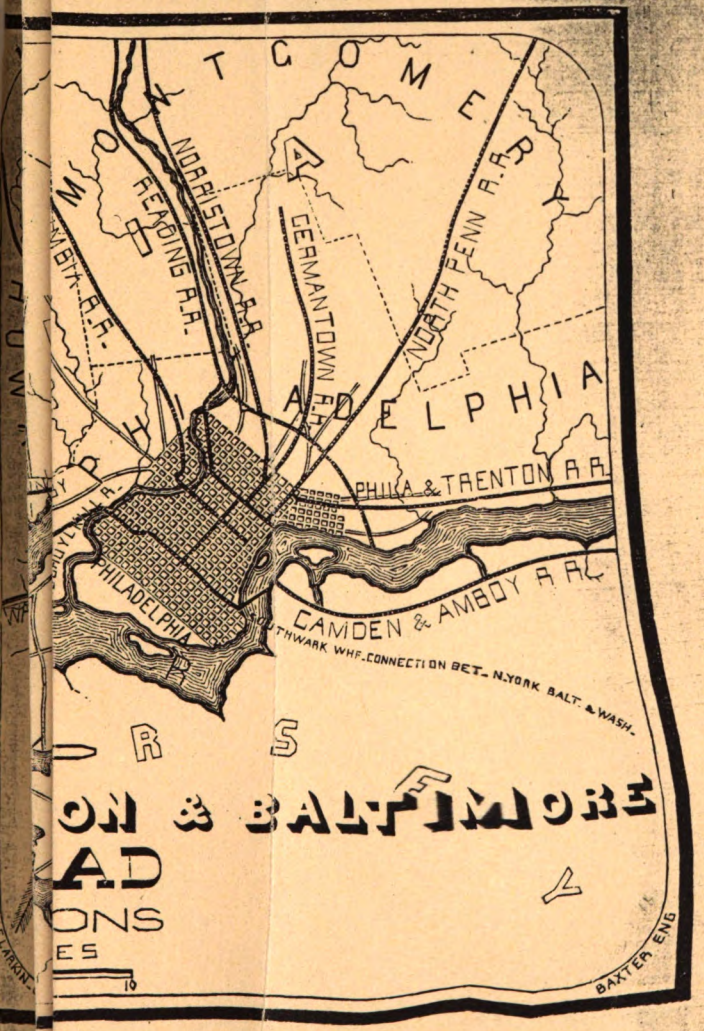
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NORRISTOWN R.R.
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NORTH PENN R.R.
PHILADELPHIA
PHILA. & TRENTON R.R.
PHILADELPHIA
CAMDEN & AMBOY R.R.
DELAWARE
PHILADELPHIA & BALTIMORE
BAXTER ENG

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1856 Oct 23
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Isaac Hilce Bellis
Conductor of the P. W. & B. Railroad
between Philadelphia & Baltimore
Book 160 Philadelphia

Entered according to Act of Congress, in the year 1856, by

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PREFACE.

In presenting this little volume to the traveller, justice to him and others, seems to demand a word or two of preface.

The compiler has endeavored, in unpretending phrase, to communicate such information as he thought would prove most interesting to the passenger over the route to which the text relates, with a few sketches, legends, &c., that might render the work not altogether ephemeral. The brief space to which a book of this character is necessarily limited, has confined him mainly to a statement of facts and details, precluding, in a great degree, grace of style; and the solid merit of authenticity must compensate the reader for some abruptness of diction.

Acknowledgments are due, and are here most heartily rendered, to the somewhat numerous authors and other individuals, from whose works, letters, or personal conversation, much of the material has been derived; and it is hoped that many to whom the writer has been indebted for valuable information, will not attribute to forgetfulness or ingratitude, the omission of their names in the short list of kind friends, which space permits him specially to mention. Among these may be enumerated Hon. J. H. B. Latrobe, W. Prescott Smith, and Benjamin H. Latrobe, Esqs., of Baltimore;

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George V. Keatinge, Esq., of Havre de Grace; J. J Heckart, Esq., of Port Deposit; P. C. Ricketts, Esq., of Elkton; Prof. E. D. Porter, of Newark; C. P. Johnson, Esq., of Wilmington; Y. T. Walter and Joshua P. Eyre, Esqs, of Chester; E. J. Lewis, M. D., Thompson Westcott and Samuel Hazard, Esqs., of Philadelphia; Reynell Coates, M. D., of Camden, N. J.; Hon. Richard Brodhead, Senator from Pennsylvania; and the officers and employees of the Railroad Company generally.

Special thanks are due to D. C. Baxter, Esq., for the able manner in which he has transformed his faithful photographs of scenery and buildings upon the route, into well-executed wood engravings; and also to J. E. Larkin, Esq., for the drawings, from recent surveys, of the accurate Map which accompanies the book.

C. P. D.

PHILADELPHIA, *May* 1*st*, 1856.

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A TABLE OF DISTANCES BETWEEN THE STATIONS ON THE PHILADELPHIA, WILMINGTON & BALTIMORE RAILROAD.

DISTANCE FROM	TO																						
	Philadelphia.	Lazaretto.	Chester.	Thurlow's.	Marcus Hook.	Claymont.	Bellevue.	Wilmington.	N. C. & W. R. R.	Newport.	Staunton.	Newark.	Elkton.	North East.	Charlestown.	Principio.	Perryville.	Havre de Grace.	Aberdeen.	Perrymansville.	Magnolia.	Stemmer's Run.	Baltimore.
Philadelphia,		11	14	16	18	20	23	28	30	32	34	40	46	52	55	58	61	62	67	71	79	89	98
Lazaretto,	11		3	5	7	9	12	17	19	21	23	29	35	41	44	47	50	51	56	60	68	78	87
Chester,	14	3		2	4	6	9	14	16	18	20	26	32	38	41	44	47	48	53	57	65	75	84
Thurlow's,	16	5	2		2	4	7	12	14	16	18	24	30	36	39	42	45	46	51	55	63	73	82
Marcus Hook,	18	7	4	2		2	5	10	12	14	16	22	28	34	37	40	43	44	49	53	61	71	80
Claymont,	20	9	6	4	2		3	8	10	12	14	20	26	32	35	38	41	42	47	51	59	69	78
Bellevue,	23	12	9	7	5	3		5	7	9	11	17	23	29	32	35	38	39	44	48	56	66	75
Wilmington,	28	17	14	12	10	8	5		2	4	6	12	18	24	27	30	33	34	39	43	51	61	70
N. C. & W. R. R.,	30	19	16	14	12	10	7	2		2	4	10	16	22	25	28	31	32	37	41	49	59	68
Newport,	32	21	18	16	14	12	9	4	2		2	8	14	20	23	26	29	30	35	39	47	57	66
Staunton,	34	23	20	18	16	14	11	6	4	2		6	12	18	21	24	27	28	33	37	45	55	64
Newark,	40	29	26	24	22	20	17	12	10	8	6		6	12	15	18	21	22	27	31	39	49	58
Elkton,	46	35	32	30	28	26	23	18	16	14	12	6		6	9	12	15	16	21	25	33	43	52
North East,	52	41	38	36	34	32	29	24	22	20	18	12	6		3	6	9	10	15	19	27	37	46
Charlestown,	55	44	41	39	37	35	32	27	25	23	21	15	9	3		3	6	7	12	16	24	34	43
Principio,	58	47	44	42	40	38	35	30	28	26	24	18	12	6	3		3	4	9	13	21	31	40
Perryville,	61	50	47	45	43	41	38	33	31	29	27	21	15	9	6	3		1	6	10	18	28	37
Havre de Grace,	62	51	48	46	44	42	39	34	32	30	28	22	16	10	7	4	1		5	9	17	27	36
Aberdeen,	67	56	53	51	49	47	44	39	37	35	33	27	21	15	12	9	6	5		4	12	22	31
Perrymansville,	71	60	57	55	53	51	48	43	41	39	37	31	25	19	16	13	10	9	4		8	18	27
Magnolia,	79	68	65	63	61	59	56	51	49	47	45	39	33	27	24	21	18	17	12	8		10	19
Stemmer's Run,	89	78	75	73	71	69	66	61	59	57	55	49	43	37	34	31	28	27	22	18	10		9
Baltimore,	98	87	84	82	80	78	75	70	68	66	64	58	52	46	43	40	37	36	31	27	19	9	

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THE present Railroad between Baltimore and Philadelphia, now the property of one company, was originally commenced, and in part completed, by several. The original corporations for constructing the various portions of the line, were the Philadelphia and Delaware County, the Wilmington and Susquehanna, the Baltimore and Port Deposit, and the Delaware and Maryland Railroad Companies. After a brief sketch of the history of each separate corporation, we will proceed to give some account of the entire road.

THE BALTIMORE AND PORT DEPOSIT RAILROAD COMPANY was incorporated by the Legislature of Maryland, March 5th, 1832, with a capital stock of $1,000,000, and the necessary authority

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to construct a Railroad from Baltimore to the Susquehanna River. A preliminary organization was effected in 1833, and after a previous reconnoisance of the entire route between Baltimore and Port Deposit, the survey was completed from Baltimore to the Gunpowder River.

In January, 1834, Benjamin H. Latrobe, Esq., (the present engineer of the Baltimore and Ohio Railroad,) was appointed engineer, and in this, his first extended undertaking, laid the foundation of that well-merited fame which he has since acquired in that branch of his profession. He, at once, effected a survey of the whole line. The Board of Directors was anxious to commence the work, but the necessary means not being at that time available, the enterprise slumbered until the spring of 1835. A new impetus was then given it by Matthew Newkirk, Esq. The company was reorganized in May of that year, E. L. Finley, Esq., being elected President, and Mr. Latrobe, Engineer; and immediately thereafter, the actual construction was commenced, and energetically prosecuted.

It was the intention of the charter and the board that the eastern terminus of the road should be at Port Deposit, and with this view the road was located. Mr. Finley resigned the presidency, October 12th, and was succeeded by Rosewell L. Colt, Esq., who also resigned during the ensuing month, and gave place to Lewis Brantz, Esq.

In April, 1836, a committee of conference, between this and the Delaware and Maryland companies, reported in favor of a ferry at Havre de Grace, and the intention of making Port Deposit the terminal point was abandoned. A contest now arose between the company and the inhabitants north of the line of road, in the vicinity of Gunpowder and Bush Rivers, ostensibly because the proposed crossing of these rivers (which are navigable for small craft) at the points located, would intercept navigation; but, no doubt, a desire to carry the line further north actuated them in part. This opposition, with the influence exerted by the Port Deposit interest, was very energetic, and was not finally settled without necessity for legislative action.

The difficulty just mentioned having been adjusted, the construction of the road advanced with rapidity and spirit. A ferry

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boat of the first class was ordered for the Susquehanna crossing, upon a plan which would permit the cars to be transferred to an upper deck by direct connection with the track. This was the first boat constructed in the United States upon this model, and used for this purpose. Its entire success, until replaced, in 1855, by a new and more powerful boat, has fully demonstrated the value of the plan. Two coal-burning locomotives having been ordered of Messrs. Gillingham & Winans, and every necessary arrangement made, on the 6th day of July, 1837, the first regular train passed over the road between Baltimore and Havre de Grace. The coal-burning engines did not meet the expectations of the company, and a wood-burning engine was purchased from the manufactory of Wm. Norris, which was found, on trial, to act to the satisfaction of the board.

A union of the different railroad lines between Baltimore and Philadelphia was now agitated, and necessary primary steps were taken for its consummation. On the 21st of January, 1838, and while this subject was pending, the president, Mr. Brantz, departed this life, and J. J. Cohen, Jr., Esq., of Baltimore, was elected to succeed him, and continued to hold this position until the following February, when the desired union was effected.

On the 14th of March, 1832, the Legislature of Maryland granted a charter to create a company to be styled THE DELAWARE AND MARYLAND RAILROAD COMPANY, with a capital of $3,000,000, to construct a Railroad, from some point on the Delaware and Maryland State line, to Port Deposit or any other point on the Susquehanna River. This company, however, was not organized until April 18th, 1835, at which time they met at Elkton for the purpose, and elected Matthew Newkirk, Esq., of Philadelphia, President. William Strickland, Esq., was soon after chosen Engineer, arrangements were made to put the road under contract, in the June following the first sections were let, and the work was then pushed forward until April 18th, 1836; at which time, by legislative permission, the company united with the Wilmington and Susquehanna Company, and the joint companies adopted its name.

THE WILMINGTON AND SUSQUEHANNA RAILROAD COMPANY was incorporated by the Legislature of Delaware, January 18th, 1832,

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with a capital of $400,000; and was empowered to build a road from the Pennsylvania State line, through Wilmington, towards the Susquehanna River, to the Maryland line.

The first meeting under this charter was held in Wilmington, on the 29th of November, 1834. Shortly afterwards, a committee was appointed to cause to be made a preliminary survey and estimate, and the city of Wilmington granted an appropriation of $300 to forward this object. On the 13th of the following February, the committee made a report recommending the construction of the road in connection with the Delaware and Maryland Railroad to Charlestown, twenty-seven miles, which place they then esteemed to possess numerous advantages as a terminal point. At the same time, they also submitted the report of the survey of William Strickland, Esq., with estimates amounting to $525,000 for the construction of the road. Arrangements were immediately and successfully made for disposing of the stock; and on the 2d of April, 1835, the company was organized, and James Canby, Esq., of Wilmington, was elected President. On the 27th of June following, the company broke ground near Wilmington. This occasion was celebrated with spirit by a procession and other ceremonies; the venerable Caleb P. Bennett, Governor of the State of Delaware, and a veteran of '76, turning the first turf, in the presence of the chief dignitaries of the State, the officers of the company, and numerous invited guests.

From that moment the work was carried forward with energy, under the supervision of Mr. Strickland; and early in December of that year, a locomotive was ordered from Liverpool, "to be of the best possible manufacture, without regard to price, and to be able to compete with 'Jonathan's' best." During the same month other locomotives were ordered from G. W. Whistler, of Lowell, Mass., and M. W. Baldwin, of Philadelphia, with the intention of inducing a fair competition in their construction, and securing for the use of the company the best motive power that could be obtained. The American engines proved superior, by far, to the "John Bull," (which had been built as a specimen,) and it was consequently the first and last imported engine placed upon the road. A trial excursion was

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made upon the road between Wilmington and the Susquehanna River, as early as the 5th of May, and the road was opened July 4th, 1837, but was not ready for general travel until the 22d of that month; after which, trains were run between Wilmington and Baltimore, connecting at the former place with the steamboat Telegraph, Capt. Whilldin, plying between Wilmington and Philadelphia.

Mr. Canby resigned the presidency, August 21st, 1837, in consequence of ill health; and James Price, Esq., was elected to that position. In order to facilitate the railroad connection with Philadelphia, the portion covered by the company's charter, from Wilmington to the Pennsylvania State line, (on which nothing but location had been effected,) was ceded to the Philadelphia, Wilmington and Baltimore Railroad Company, November 11th, 1837; and in the February succeeding, the company surrendered its separate interest by the act of union.

On the 2d day of April, 1831, the Legislature of Pennsylvania granted a charter creating "THE PHILADELPHIA AND DELAWARE COUNTY RAILROAD COMPANY," with a capital of $200,000, empowered to construct a railroad from the city of Philadelphia to the line running between the States of Pennsylvania and Delaware. The Board of Directors of this road was not organized until 1835; and in July of that year a survey of the route was commenced by Messrs. Wm. Strickland and Samuel H. Kneass, who reported in October, 1835, recommending the location of a line to cross the Schuylkill River at "the Rope Ferry," some distance below the present crossing of that stream. The estimate submitted at that time for the construction of the road to the State line, seventeen miles, was $233,000.

On January 18th, 1836, Matthew Newkirk, Esq., was elected President; prior to which time, the board had acted through committees. In the following April, Samuel H. Kneass, Esq., was elected Engineer, and preparations made for forwarding the work as rapidly as possible. It was ascertained, however, that the capital to which the company were limited would prove entirely inadequate for its completion. In order to avoid embarrassment, therefore, it became necessary to apply to the Legislature for an increase of capital to $400,000; which application was granted,

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and, at the same time, the title of the company was changed to the Philadelphia, Wilmington, and Baltimore Railroad Company. The work on the road was then put under contract, and its early completion urged. The most serious obstacle still existing was the choice of a place and mode of crossing the Schuylkill River. "Gray's Ferry" was finally decided upon as the most practicable point of approach to the city, and negotiations were entered into for its purchase, which was consummated December 31st, 1836, and preparations for constructing a bridge there were immediately commenced. The road, as limited by the charter, extending only to the State line, had no terminus at its western end which could in any way contribute to its business; and the route between that point and Wilmington, belonging to the Wilmington and Susquehanna Company, not having been commenced, efforts were made to remove the obstacle in the way of a complete railroad communication between Philadelphia and Baltimore which was thus presented. These efforts resulted in a cession from this last named company, in the latter part of 1837, of their right of way from the State line to Wilmington. The road was now completed with despatch, and was opened from Gray's Ferry to Wilmington on the 15th of January, 1838; there connecting with the Wilmington and Susquehanna Road, and thus making the communication complete between the two cities.

Although there was now but one line of road, it was the property of three companies, viz.: the Philadelphia, Wilmington, and Baltimore Railroad, from Philadelphia to Wilmington; the Wilmington and Susquehanna Railroad, from Wilmington to the Susquehanna River; and the Baltimore and Port Deposit Railroad, from that river to Baltimore. This unity of property without unity of interests was soon looked upon as likely to be disadvantageous for all parties; and "it became evident that the permanent and indivisible combination of the three companies, as one corporation, would prevent the danger and discord of jarring interests and sectional prejudice, and secure that harmony of action in their united efforts for the accommodation of the public, so indispensable to their mutual utility, existence, and advantage."

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These considerations led to a consolidation of the three companies into one, under the name of THE PHILADLEPHIA, WILMINGTON AND BALTIMORE RAILROAD COMPANY, with a capital of $2,250,000, which was finally consummated on the 5th of February, 1838, and on the 20th of the same month, the new board elected Matthew Newkirk, Esq., President.

The road was now finished for use, except between Gray's Ferry and Philadelphia, where the connection was completed during the year 1838. The directors, in their first annual report, congratulate the stockholders on the union of the companies in the following terms:

"Since that time, the expenses of the corporation have been diminished, the revenue increased, and the advantages in energy, promptness, and unity of action, which had been anticipated from such a combination, have been, thus far, satisfactorily realized, and every assurance afforded of continued and increasing prosperity."

Although the road was now in condition for travel, it was necessarily very incomplete. The foundation newly graded lacked solidity; the track was laid with a bar rail, on continuous string pieces, with but little ballast. There were but few depots and water stations, and those few quite deficient in accommodation and supply. There were but few cars and engines; and the cost of the road and equipments was nearly four and a half millions, while the capital stock was but two and a quarter millions: or, in other words, the company found themselves with a new and incomplete road, and burthened with a debt almost equal to their capital stock. Attempts were made to negotiate loans in Europe, but the disastrous state of financial affairs at that time, together with the more than doubtful reputation abroad of American securities of all kinds, rendered such attempts almost useless. Notwithstanding the incomplete condition of the property, and the embarrassed monetary position of the company, dividends were regularly declared, and by this means the weighty burden of its debts seriously augmented.

The finances of the company remained in this state until 1842, when the approaching maturity of many of its obligations, which it was unable to meet, rendered some definite action requisite

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with a view to their adjustment; and it was determined, at a special meeting of the stockholders, to execute two mortgages covering nearly $3,000,000 of the indebtedness of the company, and securing an extension of demands upon it. In consequence of the injury to his private affairs which Mr. Newkirk was sustaining from his attention to the interests of the company, he resigned the presidency, and M. Brooke Buckley, Esq., was chosen to succeed him, June 1st, 1842. A great portion of the revenue was absorbed by the numerous improvements necessary to place the road in condition to do the business which naturally sought it. Until 1842, the company owned no depot in Philadelphia. In that year the building at Eleventh and Market streets was completed. The track was found to be unserviceable, in consequence of the nature of its construction, the pattern and lightness of the rail; and it became necessary to make preparations to replace it with a more substantial one, between Philadelphia and Wilmington. The greater portion of this was effected during 1844–5, and additional rolling stock and machinery were procured.

Mr. Buckley declining a re-election, Edward C. Dale, Esq., was elected President, January 12th, 1846. For several years, the interest on the indebtedness of the company amounted to over $200,000, the payment of which seriously embarrassed its operations, and retarded the speedy completion of the improvements rendered imperatively necessary. With a view to effecting a favorable change in the finances, the stockholders were convened, and the subject considered. The result was the consummation of advantageous arrangements with the creditors, on the 30th of July, 1847, in accordance with which the stockholders agreed to subscribe for a sufficient amount of new stock, at par, to pay off the floating debts: the first mortgage bond-holders agreed to consolidate their loans under a new mortgage, extending the time of its payment; and the holders of second mortgage bonds agreed to convert their bonds into stock at par. This opportune relief to the company enabled the directors to expend over $200,000 of the net earnings of the year 1847, in material improvements upon the road and its appurtenances; which course of policy was pursued during the succeeding year.

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In July, 1848, Mr. Dale presented his resignation, which was not accepted by the board until the 9th of January, 1849, when William H. Swift, Esq., was elected to fill the vacancy.

Prior to 1849, the company had used a portion of the Passenger Depot of the Baltimore and Ohio Railroad, in Baltimore; but the inconvenience attending such an arrangement induced them to build the present commodious station on President street, which was opened for use early in 1850; and with a view to better accommodations in Philadelphia, the site of the present depot was purchased.

Mr. Swift presented his resignation February 28th, 1851; and Samuel M. Felton, Esq., was elected President.

At this time, the property of the company was in an inefficient condition, from several causes. The management had been laboring, heretofore, to relieve the company from the pressure of its heavy debts, and was now without the necessary funds to keep the road and equipments from deterioration; which was produced and increased by various causes, amongst which, as a leading one, was the character of the original work. This, at the time, was doubtless the best known; but when the line was built and stocked, railroads were in their infancy; there were no men of experience upon the subject in the country, and all the roads then built were "buying experience," from which the more recent ones have largely profited. Errors of judgment at that day are not, therefore, chargeable as faults of the management, but must be considered as the almost inevitable consequence of opening so wide a field of enterprise, of which so little was known. It cannot be a matter of surprise, then, with a road built under these circumstances, and after a lapse of fifteen years of embarrassing financial difficulties, that the track, buildings and machinery were all found inadequate to meet the demands made upon them as portions of a great public thoroughfare. Mr. Felton's first efforts, upon accepting this position, were, therefore, directed to making the road what its business required it to be,—a first-class road. To do this, it was necessary to relay the track, to construct new stations, to replace and increase the rolling stock, and make such other improvements as were imperatively demanded; some of which were contemplated by his predecessors.

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Prominent among these changes, which have since been completed, were the substitution of a heavy T rail, along the entire line, for the bridge and flat rail, formerly in use; the erection of a commodious passenger station in Philadelphia, and a freight station in Baltimore; the replacing of the old stations along the line of road, by neat, convenient, and substantial ones of brick; the increase of the number and capacity of the locomotives, and the substitution of new and superior passenger cars for those formerly in use. All these changes, with the reduced time of transit between the two cities, had the effect of fitting the road for favorable comparison with any other of the first class in the country.

In addition to these changes and improvements affecting the condition and character of the road directly and immediately, others of an extended character, requiring more time for their completion (some of which are upon its line, while others as tributaries will advance its business), were projected and are now progressing. Among these may be mentioned the bridge across the Susquehanna River, the Port Deposit Branch Railroad, the straightening of the curve at Principio, and the aid extended to induce the construction and early completion of the Delaware Railroad.

While the road, for the last few years, has been improving in character and condition, it has done, since its opening, a steadily increasing business. The number of passengers carried in 1838, was, in round numbers, 146,000; in 1840, 220,000; in 1845, 235,000; in 1850, 297,000; in 1855, 653,000; and its receipts, which, in 1838, were $372,000, had increased, in 1855, to $942,000.

The cost of the road and equipment has been nearly $8,000,000. Its equipment consists of thirty-five locomotives, seventy-five passenger cars, and three hundred and fifty freight and other cars.

The unexampled success of this road, as a safe route of travel, during the entire period of about nineteen years which has elapsed since its opening, and the fact that not a single life has been lost or serious injury occasioned to any passenger while in the cars (with the exception of a single individual, who, leaning out of a window, contrary to the regulations, came in contact with a

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bridge timber), is a source of the keenest gratification to the company, and should inspire the public with an unusual feeling of security. Within this interval, about SIX MILLIONS of passengers have been carried over the road. If the entire distance through which they have travelled in safety were performed by a single individual, the length of his journey would be over TWO HUNDRED AND SEVENTY-FIVE MILLIONS of miles; and one of the conductors, still upon the road, has been on constant duty since its opening, without meeting with any important accident; travelling, during his service, over SIX HUNDRED THOUSAND miles—a distance which would have carried him twenty-four times around the earth.

The present Officers and Directors of the Company are:—

President, SAMUEL M. FELTON.
General Superintendent, GEORGE A. PARKER.
Secretary and Treasurer, ALFRED HORNER.

Directors.

M. Brooke Buckley,	of Pa.	Frederick A. Curtis,	of Del.
Moncure Robinson,	" "	John C. Groome,	" Md.
Aubrey H. Smith,	" "	J. I. Cohen, Jr.,	" "
Joseph C. Gilpin,	" Del.	Thomas Kelso,	" "
John A. Duncan,	" "	Columbus O'Donnel,	" "
Jesse Lane,	" "	Enoch Pratt,	" "
Mahlon Betts,	" "	Thomas Donaldson,	" "

Having thus concluded this epitome of the history of the company, we would call attention to

THE ROAD AND ITS CONNECTIONS.

The central location of the Philadelphia, Wilmington, and Baltimore Railroad, and its favorable connections for expediting travel in every direction, whether north, south, east, or west, renders proper a cursory notice of these facilities, not only as a matter of general information, but as one of great importance to the traveller, in this land of travellers. At Baltimore, connection is made with the Baltimore and Ohio Railroad to Washington, and thence south, and south-west, by similar roads. By the same road, we reach the Ohio River and Cincinnati; from which

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and the intermediate points, railroads in a perfect net-work, diverge towards all portions of the west and north-west. These, with the first-class steamers plying upon the western and south-western waters, complete connections throughout the whole extent of that portion of the country. The location of the Baltimore and Ohio road being a central one corresponding with that of the great thoroughfare between the Atlantic seaboard and the west, "The National Road," it possesses advantages in point of distance and speed not to be overlooked, while the entire chain holds out inducements in directness of route, economy of time, accommodation to passengers, variety and beauty of natural scenery, and safety to life, which are unsurpassed, if not unequalled.

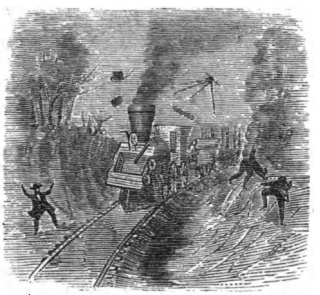
The facilities afforded by these lines for the transmission of freight, between the east and west, are such as to insure promptitude of despatch and delivery, without transhipment, to all points on or beyond the Ohio River, accessible by railroad, and at rates as low as can be offered by any other route, while presenting unrivalled advantages for access by steamboat to every intermediate point on that great artery of the Mississippi valley. The entire arrangements, when understood in detail, offer such inducements to the producer, dealer, forwarder and purchaser, as cannot fail to secure a very heavy amount of transportation business.

At Baltimore, the south is also reached by the commodious steamers plying on the Chesapeake Bay and its tributary streams. At Wilmington, arrangements will be completed at an early day, for opening a new route to the south, via the Delaware Railroad, traversing the State of Delaware to Seaford, and thence, by steamer, to Norfolk. At Philadelphia, roads again diverge in every direction; the Camden and Amboy forming a link with those centering in New York, and reaching by their ramifications, the northern and extreme eastern portions of the Union; while the Reading Railroad and its connections, form a direct route to Niagara Falls, northern New York, and Canada.

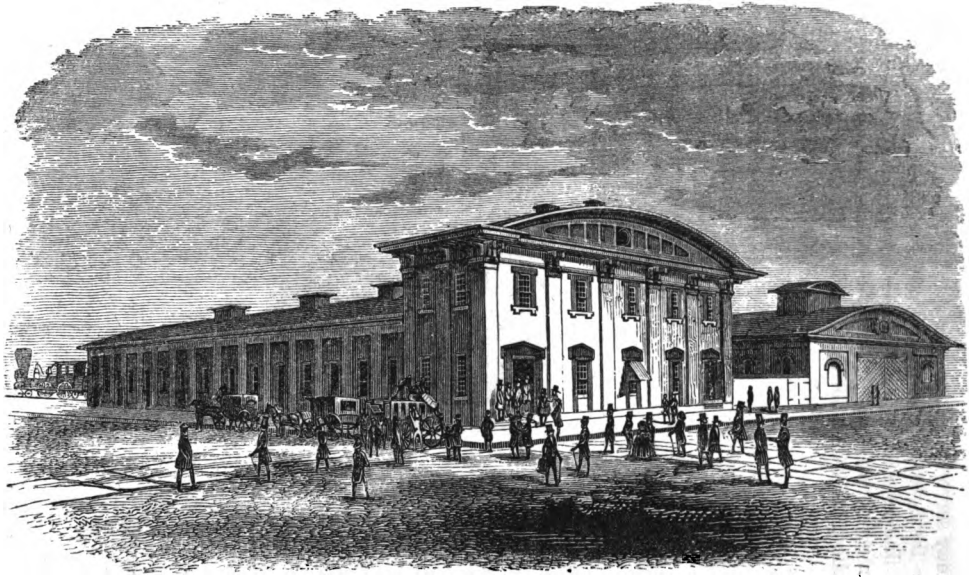
We now propose to take the traveller with us (in spirit) over the route; narrating, by the way, such historical incidents and legends, and presenting such views of scenery and local details,

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as may serve to lighten the tedium of the journey. In essaying this task, we shall bring the pencil to the aid of the pen, and can find no more appropriate commencement for our illustrations, than the following sketch of the perils of our artist, in search of the picturesque, during the prevalence of a fog.



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PASSENGER AND FREIGHT STATIONS, PRESIDENT STREET, BALTIMORE.

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FROM

BALTIMORE TO PHILADELPHIA,

BY RAILROAD.

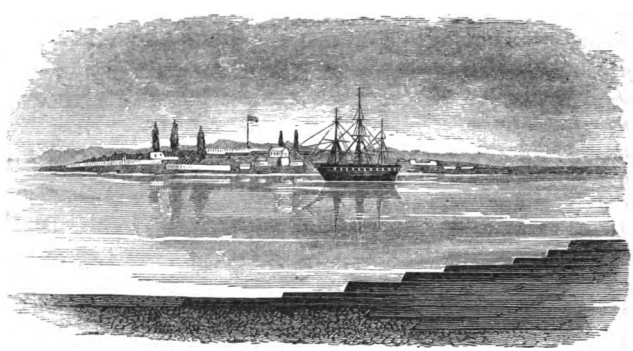
THE starting point on our Railroad journey from Baltimore to Philadelphia, is the Passenger Station of the Philadelphia, Wilmington and Baltimore Railroad, on the south-east corner of President street and Canton Avenue, usually termed the "President-street Depot." It is a capacious brick building, painted in imitation of brown sand-stone, presenting a fine appearance. The front on President street is sixty-six feet wide, and the building extends eastwardly two hundred and thirty-seven feet on Canton Avenue to Albermarle street. In its arrangement, ample provision has been made for the accommodation of the travelling public, and for expediting the passenger business without delay or confusion. Nearly adjoining it stands another large depot, used only for business connected with the transportation of freight. It has a front on President street of sixty feet, and also extends to Albermarle street. Every facility for this branch of business seems to have been provided in its construction, and the building, with its accessories, may be looked upon as a model for this purpose. In addition to these buildings, the carpenter and car shops, for this section of the road, are located in the yard attached to the stations.

Leaving the depot, the train passes eastwardly out Canton Avenue, through an unattractive portion of the city, to the intersection of Chester street, where the road curves, and entering Boston street, assumes a south-easterly course, parallel to the north-west branch of the Patapsco River; crossing Harris' Creek

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by a covered truss bridge, one hundred and seventeen feet long. We have now a fine view of a large portion of the harbor, as it lies on our right, and partially behind us; a prominent object in which is the United States receiving ship Ontario. Directly opposite, is Locust Point, the coal terminus of the Baltimore and Ohio Railroad, where large quantities of this fuel from the Cumberland Mines are shipped. Across the river, directly south, situated on the point of the peninsula formed by the Patapsco River and its north-west branch, and about a mile distant, stands Fort McHenry, the most important defence of the city. It was unsuccessfully bombarded during the last war with Great Britain, and a brief account of the action may not prove uninteresting.

Bombardment of Fort McHenry.—On the 13th day of September, 1814, (the day after the battle of North Point,) the British fleet under Admiral Cochrane, forming a half-circle round Fort McHenry, commenced a vigorous attack upon it, keeping, however, beyond the range of its guns. Commencing at six in



FORT M'HENRY.

the morning, this heavy cannonade was continued without intermission until three in the afternoon, pouring an iron hail upon the garrison, to which they were unable to reply. At this time, the fleet took a position nearer the American batteries, and recommenced their tremendous fire; the fort, under command of Major Armistead, then returned it with such effect as to induce

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the withdrawal of its besiegers to a more respectful distance, from which they continued their fire. About midnight, a flotilla of barges containing about twelve hundred men, made their way up the cove, for the purpose of disembarking and carrying the fort by assault in the rear; they were repulsed with very heavy loss, and compelled to retreat under cover of the darkness, to their shipping. Baffled at every point of attack, the bombardment was discontinued at six next morning, after having lasted twenty-four hours, during which time eighteen hundred bombs were fired, besides a large number of rockets and shot, amounting in all to about one hundred and sixty tons of these formidable missiles of warfare, many of which weighed two hundred and twenty pounds. The American loss was but four killed and twenty wounded. The British lost, in their flotilla attack, between four and five hundred.

"*The Star Spangled Banner.*"—During the occupancy of the Potomac by the British fleet, Francis Key, Esq. went on board with a flag of truce, to endeavor to procure the release of some prisoners, bearing with him strong letters of recommendation and entreaty from British prisoners then in the hands of the Americans, at Washington. General Ross promptly granted his request, but as the fleet was about sailing to attack Baltimore, motives of policy induced Mr. Key's detention until after that event. During the bombardment of Fort McHenry, his little vessel was detained at the mouth of the Patapsco, under the guns of a frigate; and here, in suspense, Mr. Key watched the fate of the American ensign waving in the breeze over the defences. When the gloom of that wet and terrible night shrouded it from view, it was only by the fitful gleam of the cannon's flash, that he could occasionally catch a glimpse of it.

> "And the rockets' red glare, the bombs bursting in air,
> Gave proof through the night, that our flag was still there."

In painful anxiety for the success of the besieged, he watched through the entire night, and while so watching, gave to his country the soul-stirring lyric, now known and heard in every part of our Republic. Breathing the spirit and circumstances of the occasion, its every line appeals electrically to the patriotic

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impulses of the heart. Who hears it, that does not sympathize with the suspense of the writer during that eventful night, until "by the dawn's early light,"

> "On the shore dimly seen, through the mists of the deep,
> Where the foe's haughty host in dread silence reposes,
> What is that which the breeze, o'er the tow'ring steep,
> As it fitfully blows, half conceals, half discloses?
> Now it catches the gleam of the morning's first beam;
> In full glory reflected now shines on the stream.
> 'Tis the Star-Spangled Banner, Oh! long may it wave,
> O'er the land of the free, and the home of the brave!"

We now enter upon the property of the "Canton Company," consisting of three thousand acres of land, embracing more than three-fourths of the first ward of the city, and having an available water front of one and three-eighth miles. This company was organized for the purpose of speculating in real estate, and was incorporated by the State of Maryland, in 1829. The capital stock consists of 12,500 shares, at $65.00 each; making an aggregate of $812,500. But little of the stock now remains in the hands of the original purchasers. The company's improvements are on an extensive scale, and of great advantage to this portion of the city. The value of its property is variously estimated, and is probably over $2,000,000. This portion of the city is generally known as "Canton," although really within the limits of Baltimore.

We now pass a group of brick buildings on our right, which are the machine and blacksmith shops and engine houses of the company, familiarly called "the Canton shops." The division of the Railroad by the Susquehanna River, renders two sets of locomotives necessary, one for each portion of the road, and these shops are the "centre" of motive power for this "end." There are fourteen engines employed on this section, which are kept in repair here, start from this point to do duty, and return to it after their arrival at Baltimore with the trains.

In this vicinity may generally be seen heaps or kilns composed of iron ore and wood, in alternate layers, which are fired for the purpose of burning or calcining the ore, preparatory to its being taken to the furnace. On the right, large kilns are in operation,

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for making charcoal; this mode being far more economical than that usually practised. A short distance east from the shops, the railroad crosses the incorporated limits of the city, and our speed, which has hitherto been quite slow, in conformity with a city ordinance, is now accelerated; and we flit by the straggling houses on the outskirts, at a rapid rate. Immediately after leaving the city boundary, we pass the "old race course," which has not been in use for sporting purposes for several years past.

About three miles farther on our journey, we cross "North Point Road," within three miles of the battle ground upon which the British General Ross was killed, during the "last war," in an attempted attack upon Baltimore.

Battle of North Point. After burning the public buildings at Washington, the British fleet, with between five and six thousand troops, under General Ross, on board, sailed up the Chesapeake, and landed the army at North Point, on the 12th of September, 1814. They proceeded without resistance, after landing, about four miles; when they met an advance consisting of three companies under Major Richard Heath, who received them with a spirited fire, but was finally driven back on to the main body under command of General John Stricker, consisting of the Baltimore brigade, two companies of Pennsylvania, and one of Maryland volunteers, comprising in all about thirty-five hundred men. Only a portion of these, however, were in a position to repel the attack, which was hotly contested for more than an hour. General Ross fell mortally wounded early in the engagement, and the command devolved on Colonel Brooke. Owing to the misconduct of one of his regiments, General Stricker was compelled to fall back and re-form on a second position, where he awaited a renewal of the engagement. This, however, the British troops evaded by withdrawing to their shipping. The American loss was twenty-one killed and one hundred and eighty-nine wounded and prisoners. The British loss was forty killed and two hundred and twenty-nine wounded.

Continuing our journey, we cross a pile bridge, seven hundred and fifty-nine feet long, over the head of Back River. This is the first of three pile bridges between Baltimore and Havre de Grace. They are all substantially built, and are as secure

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in every respect as wooden bridges can be made; but owing to their length, and having no platforms or covering to prevent a view of the water in close proximity to the cars, they present a dangerous appearance to the nervous traveller. They are not dangerous, however, nor need any fear be experienced in crossing them, as attentive men are stationed at each, who rigidly inspect them on the passage of each train. They are so constructed that each timber can be replaced, without disarranging the structure; and if any part of the bridge exhibits incipient decay, or becomes worn, it is immediately taken out, and renewed with sound material. Shortly after crossing the Back River, we arrive at

9 Miles from Baltimore. **STEMMER'S RUN.** Miles to Philadelphia. 89



STEMMER'S RUN STATION.

There is no village here, if we except the group of houses seen just before arriving at the station, but this is quite an unimportant point on our journey. At a short distance from here, stands the "Locust Grove Furnace," belonging to Robert Howard, Esq., which is reached by a short branch railroad, designed to afford easy communication with the furnace, for the transportation of iron and other heavy materials. A very superior quality of iron ore is found in great abundance in this vicinity.

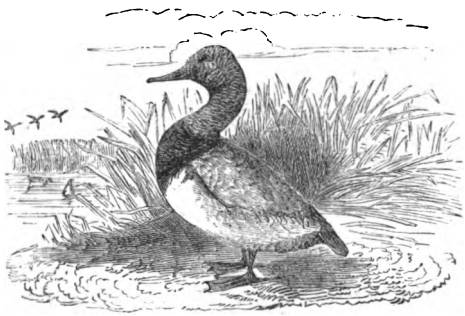
There is but little to attract the attention of the traveller on this portion of the route. Much of the land is sandy and barren, and not available to any great extent for agricultural purposes; while at some seasons of the year, it is not even tenantable for the unacclimated, in consequence of the prevalence of bilious

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fever and ague, from which the oldest residents are not entirely exempt. We are now, however, in the immediate neighborhood of the Chesapeake ducking grounds, which extend from the vicinity of Baltimore to Elkton, along the Cheasapeake Bay, and the numerous wide and shallow rivers and coves, which open into it. The Back, Middle, Saltpetre, Gunpowder, Bush, Susquehanna and Elk Rivers are names familiar as households words to the sportsman; while Carroll's Island, Maxwell's Point, Spesutia Island, and other favorite club and shooting grounds, are widely known among the initiated, as favorite resorts during the ducking season.

It is proper here to acknowledge our indebtedness to Elisha J. Lewis, M. D., the author of "The American Sportsman," not only for facts derived from that highly interesting and beautiful volume, of which we have made occasional use in the following article, but also, for the loan of several exquisite graphic illustrations which ornament it.

WILD FOWL OF THE CHESAPEAKE.



THE CANVASS-BACK DUCK.

The Chesapeake Bay and the streams which flow into it, are annually the resort of vast numbers of wild fowl, which, leaving their summer haunts in the far northern regions, seek in its waters their winter sustenance. The appearance and number of the vast flocks of these birds during "ducking season" can neither be imagined nor described, and can only be appreciated by actual observation, as they are seen in the distance sitting on the sur-

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face of the water, presenting the appearance of an "island flat." They are frequently thus seen from the railroad bridges, although not so numerous there as nearer the bay. Their advanced guard makes its appearance early in October, the smaller birds first, and before the severely cold weather sets in.

> "Above, around, in numerous flocks are seen,
> Long lines of ducks o'er this their fav'rite scene."

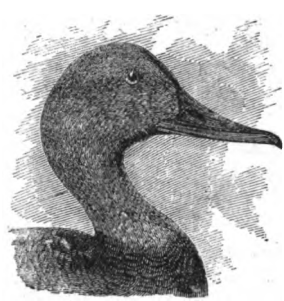
In March and April, they take their departure for the north, where, during the summer, at some undisturbed "watering place," they raise their young in quiet. The usual varieties of duck found here are the Canvass-Back, (*Anas valisineria,*) the Red-Head, (*Anas ferina,*) the Bald-Pate or American Widgeon, (*Anas americana,*) the Black-Head, (*Anas marilla,*) the South-Southerly, (*Anas glacialis,*) the Mallard, (*Anas boschas,*) and the Butter-Ball, (*Anas albeola.*) In addition to these, the Canada-Goose, (*Anas canadensis,*) and the American-Swan, (*Cygnus americanus,*) are also frequent visitors, although not in as great numbers as formerly. The attraction which brings wild fowl in such abundance to these waters, is found in the great supply of food, and the favorable nature of their feeding grounds. On the shoals in the Chesapeake and its tributaries, a vast abundance of wild celery (*Valisineria americana*) grows, which is the favorite food of the Canvass-Back, and from which it derives its peculiarly delicate flavor. This aquatic plant is five or six feet in height, having a small white root extremely tender and nutritious, on which portion only the Canvass-Back feeds, leaving the water and shores strewed with the refuse blades. The Canvass-Back is not alone in his taste for this succulent food, but is usually accompanied by predatory Red-Heads, Bald-Pates, and other varieties, who have the fastidious palate of the Canvass-Back, without the means of gratifying it, except by watching the return of the latter from a "submarine exploration;" when they, by their alertness, avail themselves of the proceeds entire, or select the most choice among the rejected fragments. The streams that empty into the Chesapeake are generally wide and shallow, and its shore is indented with coves of the same description. These afford "feeding grounds" of a peculiarly favorable nature;

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as the ducks can feed at a distance from the shore, in comparative security. It is frequently a matter of discussion whether the wild fowl will not in time be driven from these haunts entirely, or reduced to a few stragglers. This is very improbable in consequence of the peculiar character of the surrounding country, which precludes the idea of a dense population. The social habits of these birds, their fecundity in their undisturbed northern haunts, the few favorable locations for winter quarters, all seem to insure their abundance in this vicinity for an indefinite period, unless some extraordinary changes should take place in the region. The vast numbers of ducks killed here during the season (thousands per diem) seem to effect no diminution in the countless numbers that migrate here annually. For notwithstanding they are assailed from every "point" touching these waters,

> "Still files of ducks in streaming thousands pour,
> At every bend their rising torrents roar."

The Canvass-Back. This well-known fowl stands pre-eminent among the numerous varieties of its family. The delicacy and richness of its flesh, recommends it to the epicure, and its superior vigilance, shyness and sagacity, as well as the high value of the prize when procured, makes it the favorite mark of the sportsman. It is exclusively an American bird, and is only found in its best condition on the waters of the Chesapeake and Potomac. In size and weight, as well as flavor, it exceeds all other varieties of the duck kind; being two feet long, and three in extent, and averaging about three pounds in weight, though "four pound birds" are some times shot. As we have before said, its flesh receives its superiority from the wild celery which its diving powers and great strength render easy of access, unless indeed when driven by the ice into the more



HEAD OF THE CANVASS-BACK.

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open portions of the bay, where it subsists on small fish, eelgrass, &c., until its favorite feeding grounds are again accessible.

The Red-Head. Next in size and excellence is the Red-Head, whose flesh, when feeding with the Canvass-Back, so nearly approaches it in delicacy, as to deceive even the fastidious palate of the most dainty epicure; but this superiority can only be claimed for it, while obtaining its food by piratical depredations upon the exertions of the latter. Even at other times, however, it stands only second in general estimation. It measures twenty inches in length, and thirty in extent, and weighs about two and a half pounds. It is frequently found in many other rivers, both north and south, but is there generally defective in flavor from the absence of the wild celery.

The Bald-Pate. This duck, known also as the Widgeon, feeds like the Red-Head, by piracy upon the labors of the Canvass-Back, and thus often acquires a fine flavor. It is of nearly the same size and weight with the Canvass-Back. When alone, it is frequently a night feeder.

The Black-Head. This variety is smaller than the others. When feeding alone, it has a fishy taste, from the nature of its food; but when accompanying the varieties mentioned above, it is much esteemed for the table. The other members of the duck family found here, hold but a subordinate position, and are not much sought after, though frequently killed when with the more valuable game. The Canada-Goose and the Swan, when young, are highly prized, but are barely eatable when old.

As the various modes of hunting the ducks as practised here, may not be uninteresting to the general reader, we will give a brief digest of them.

Duck-Shooting. From the nature and sagacity of the duck, their capture becomes an exciting contest between intellect and instinct, not unfrequently resulting in the triumph of the latter. Successful duck-shooting then requires many important requisites. Among these, is a practical knowledge of the nature, habits, and instincts of these birds:—in fact, the instinct which inspires their shyness, acuteness, and vigilance by day, and the faithfulness of, and prompt alarm given by their sentinels at night, indicate a near approach to reasoning powers. Combined with

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this practical knowledge, the sportsman must have patience, cautiousness, and perseverance; as their keen perceptions are readily awakened and alarmed by the slightest movement or sound. The unprotected situation of the gunner, and the inclemency of the season of their visits, require hardihood and powers of endurance; for he is exposed to the keen winter wind, to the cold rain and driving snow, to sudden unforeseen "duckings" of a very different character, and other inconveniences, which, while they affright the tyro, give the eager sportsman a keener relish for his pursuit. The necessary appliances for resisting the effects of the weather on himself and his equipments, also demand of the gunner peculiar care. Warm and water proof clothing must be provided for his person, his arms and ammunition must be protected from dampness, and last, but not least, he must be supplied with many unusual accoutrements for the sport, varied according to the manner in which circumstances or his inclination induce him to pursue it.

Having thus glanced at the requisites of a "ducker," we will briefly describe some of the ordinary modes of obtaining this fowl.

Blind Shooting. Among those who engage in the pursuit of wild fowl as sportsmen only, actuated solely by their love of the sport, blind shooting is looked upon as legitimate "ducking," and the existence of most other modes is either deprecated or ignored. Many of the best "ducking grounds" in this vicinity, are occupied by organized "duck clubs," whose members possess exclusive privileges, and whose rules, in the true spirit of sportsmanship, prohibit any "illegitimate" practice. Ducks usually fly up or down the river or bay, or from river to bay, or vice versa. Advantage is taken of this habit, and blinds are erected on the "points" of land which extend out into the water, and over which the birds usually pass in their flight. These blinds are rude boxes or pens, three or four feet in height, with the upper part open, and the sides disguised with shrubbery or grass, so as to present a uniform appearance with the surrounding land. In one of these, the sportsman, (provided with a good duck gun, and clothed in drab, the color which presents the least contrast with surrounding objects,) conceals himself just as the morning dawn makes surrounding objects visible.

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Taking such a position that his person is completely hidden from lateral view, and so that he can sweep the horizon with his eye, he awaits the flight of ducks. This he must do in silence and motionless: the bleak wintry wind driving the penetrating frost seemingly through flesh and bone alike, must whistle around him unheeded: no movement must be made to avoid the pelting of the pitiless icy rain or driving snow. Quietly, anxiously, and vigilantly, all other things uncared for, he watches for his game. In the distance, his experienced eye sees an approaching flock;—on their swift wings they sweep towards him;—stealthily grasping his gun, but watching their every movement, he cocks it;—they are now perpendicularly over him;—briskly but coolly he rises to his feet and aims;—they pass him; he fires, and tumbling from among their mates, comes the reward of his skill. If he has risen too soon, or if he has attracted their attention, by any movement, theys werve upwards or laterally, and giving him a wide distance, pass securely beyond his range. It is usual on sporting grounds to have a number of blinds arranged within a short distance of each other, and in each, a sportsman places himself. When a flock is discovered approaching, a preconcerted signal communicates to all the direction from which they come; and as they pass, each of the tenants of the different blinds rises in turn, and fires. The flocks are never shot at on their approach, for the compactness and arrangement of their feathers when in this position, furnish them with an impervious and effectual shield from the effects of shot. When ducks are "flying well," this mode certainly affords exciting sport, and displays to advantage the skill of the experienced sportsman.

"Now all around us rising trains appear;
Wild whistling wings on every hand we hear;
The alarm of death amid their legions spread,
In files immense they winnow over head."

Tolling. This is the most novel mode of shooting ducks in use, displaying on the one hand, the sagacity of the dog, and his susceptibility of education, and on the other, the silly and engrossing curiosity of the bird. For this purpose, two or more gunners, at day-break, ensconce themselves behind a blind con-

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structed close to the edge of the water; they are accompanied by a dog trained for the purpose. As the morning dawns, the ducks are seen in the distance, quietly feeding and unsuspicious of the proximate danger. The dog now takes his post at the edge of the water, and keeping his eye on the gunners, commences a series of frolicsome gambols; running to and fro on the margin of the shore. His limits are prescribed by the sportsman by a wave of the hand, or the toss of a stone from one side of the blind to the other. These indications, if the dog is well trained, he will always obey, and he plays in one direction till signalled, and then turns and commences his gambols in the other. The curiosity of the ducks is soon aroused, and the movements of the dog receive their undivided attention, as they commence swimming nearer this attractive and unsuspected confederate of their pursuers. The dog pays no attention whatever to their approach, but continues his play until they are within a proper distance, when the gunners rising in the blind, give an alarm, and fire into the deluded flock. The dog immediately plunges into the water to bring the victims to the shore. If he is not thoroughly trained, he is worse than useless for tolling; for, if he stops his play for a moment, to look at the approaching ducks, their cautiousness is instantly alarmed, and they take flight or alter their direction before getting within gunshot. To make the dog more attractive to them, red flannel or a parti-colored handkerchief is sometimes bound around him.

Ducks are frequently tolled within gunshot, when feeding beyond range, by the concealed sportsman fastening a handkerchief or fancy-colored cloth upon a rod, (usually a ramrod,) and steadily waving it back and forth in view from them. This attracts their attention, they swim towards it, and when within proper distance, the gunner substitutes the duck gun for the decoy, and they fall easy victims to "idle curiosity." In this, as in all other modes of shooting, however, the shot are most effective when a side aim is taken, or as the birds rise from the water, and turn from the ambuscade.

Decoys or Stooling. This mode of obtaining ducks was suggested by their habit of seeking the companionship of others of the same family, and alighting among them while feeding in ap-

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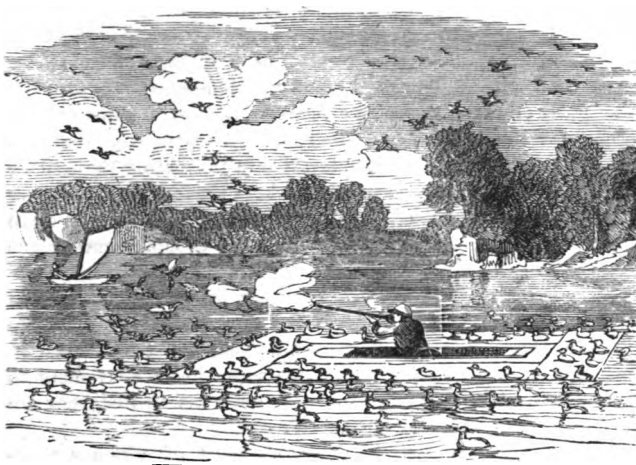
parent security. A large number of "decoys" or wooden models of ducks are provided and carefully anchored in proximity to a blind or other convenient ambush, within the concealment of which the gunner places himself. The motion of the water imparts to the decoys a very natural and life-like appearance, and at a short distance, it is difficult to determine whether they are real or artificial birds. Ducks when on the wing, are attracted by the appearance of these "stools," and seeing them apparently feeding undisturbed, settle among or near them. As they strike the water, and before they have time to take alarm at the imposition, the sudden discharge of the gun secures the "ducker's" object.

Boating. Approaching ducks in boats and thus killing them, is variously practised; but among "sportsmen," and in various localities, all of these modes are denounced in no measured terms. Their use is even prohibited by legal enactment in some rivers, because the frequent alarms given by them, and the sense of insecurity which the ducks manifest at places where they are thus harassed, indicate that their promiscuous use would drive the wild fowl from those waters. The motto of the true sportsman is, "give every bird one chance for its life." For these reasons, and whenever it is possible, sportsmen prohibit the *use* of all kinds of boats during the season, even those used for "picking up" the birds when shot; for which purpose, hardy, well-trained dogs are employed.

Batteries or Surface-Boats. Boats of this kind, known also as Sinks or Boxes, are peculiarly constructed for a special purpose. An oblong box is built of sufficient dimensions to conceal a man when lying extended. Projecting from the upper edge of this, and extending entirely around it, is secured a rim or deck, several inches in width. To this wings are attached by hinges, which permit them to float on the surface of the water, yielding to the action of the waves. When intended to be used, it is placed on a larger boat, and conveyed on to the feeding grounds, where it is launched, anchored, and ballasted with metal or stone; so that, when occupied by the gunner, it rests level with the surface of the water, and is unseen at a short distance. A large number of decoys are then anchored around it, and others are

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fastened to the deck and wings. The gunner now steps into it, and assumes a reclining position, so that he is effectually concealed from view, except from above. His companion now withdraws with the larger boat, and sails round, starting up the ducks



THE SURFACE-BOAT.

feeding at a distance. When on the wing, they are attracted by the decoys, and alight among them. The sudden splashing of the water as they do so, is the signal for the gunner to rise and fire, which he usually does with signal effect. He then loads and lies down, to await the next flock. When a number are thus killed, the larger boat returns and picks them up. This favorite mode with those who "duck" for a market, and view ducks merely as the representative of their value in money, is very successfully practised.

Coffin Boats. Another method of boating, still more condemned than surface-boats, is practised to a limited extent by persons, who, reckless of any odium which they may incur in the community, and regardless of the future of the ducking grounds, pursue it for the purpose of pecuniary profit. This mode is to

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provide a small boat, called a coffin boat, just large enough for concealment, which is ballasted till the edge is nearly level with the surface of the water. On its bow is mounted a large gun, called a swivel, carrying from one to two pounds of shot. In the dead of night, the occupant, lying flat upon his face in his boat, propels it by means of short paddles at its side, stealthily to windward of the ducks, sleeping at a distance from shore, on the open water. The wind now drives him noiselessly into the very midst of them, where he discharges the swivel among them, killing and wounding large numbers. This plan deservedly receives the execration of all interested in preventing the feeding grounds from being deserted. Disturbing the fowl while sleeping in fancied security, must inevitably have a tendency to drive them to seek less exposed waters, and its constant recurrence would soon expel them from this vicinity.

Holes in the Ice. Sometimes, when the severity of the season freezes up the rivers, and drives the ducks from their favorite rivers and coves into the more open bay, advantage is taken of their necessities by cutting in the ice large holes convenient to a blind, and when they come to these openings to feed, they are fired upon from the place of concealment.

Various other modes are practised, most of which are reprehensible in their character, and not worthy of any record. Enough, however, has been said on this subject, to give a general idea of the ordinary methods, and we will now resume our trip upon the railroad.

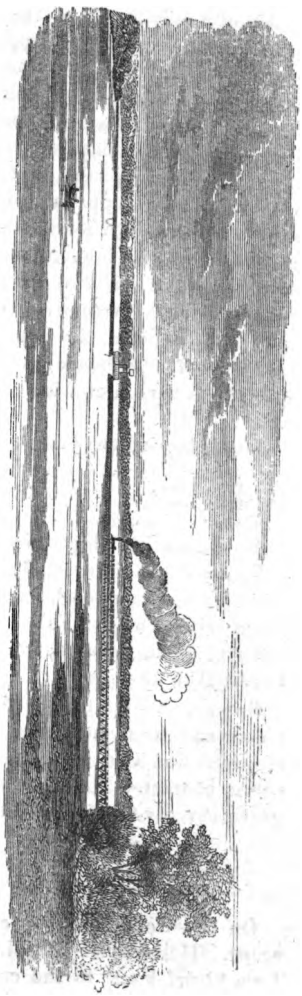
About six miles from Stemmer's Run, we pass "Chase's" on our right, a stopping place for accommodation trains; and three miles farther, Harewood, a similar station; both of which are the resort of numbers of gunners, during the proper season.

We now approach Gunpowder River, the extreme width of which, by natural inference, would indicate an important navigable stream. Such is not the case, however, as only vessels drawing but little water can pass up it, in consequence of its shallowness. Its headwaters and branches furnish fine motive power for numerous mills and manufactories located upon them.

The bridge across Gunpowder River is 5238 feet long, (only

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42 feet less than a mile), and has a draw, to admit the passage of the small vessels navigating this stream beyond it. It is similar in its construction to the one at Back River; being built upon piles, some of which are driven forty and fifty feet into the ground forming the bed of the river. As we before observed, practical men regard these bridges as perfectly safe, the timidity with which they are regarded being only the result of their unusual appearance. The Gunpowder, in common with all the rivers of this vicinity, abounds in the choicest varieties of fish, which are caught in large numbers, and find their way to Baltimore and Philadelphia markets. Rock, Shad, Pickerel, Perch, and other fine varieties are caught in the bay and the coves and rivers which empty into it. Almost every known mode is practised here to capture the finny tribe. Seines, weirs, nets, lines, and other "implements of the profession," furnish an abundant return for their employment, while the disciple of "honest Isaac Walton" can pursue the "meditative sport" with all the eclat resulting from "distinguished success."



BRIDGE ACROSS THE GUNPOWDER RIVER.

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About a mile north of the railroad, on the east bank of the Gunpowder, once stood Joppa, intended by its founders to become the commercial metropolis of Maryland. In 1710, a court-house and other county buildings were erected, and the courts were held there, with that expectation. In 1731, just at the time that Baltimore assumed sufficient importance to be looked upon as a rival to this projected port of entry, the small-pox broke out with violence in Joppa, and the sessions of the courts were consequently suspended for a time. In 1768, the inconvenience experienced by the inhabitants of Baltimore and its vicinity in attending court, induced the removal of the county-seat to that place, and orders were given to sell the public buildings at Joppa. With this removal, the importance of the town departed; and now, the old court-house is converted into a farm-house, and this, with the exception of a few ruined cellars, alone remains to mark its site.

A mile beyond the Gunpowder River, we arrive at

19 Miles from Baltimore. **MAGNOLIA.** Miles to Philadelphia. 79

At this station, stages connect with the trains as follows:

To Abington, 7 miles; Emmerton, 11 miles; Belair, 14 miles.

To Little Gunpowder, 4 miles; Franklinville, 6½ miles; Jerusalem Mills, 8 miles; Fallston, 12 miles; Pleasantville, 18 miles.

To Clayton, 4 miles; Stockton, 6 miles: Fallston, 9 miles; Forest-Hill, 20 miles.

Opposite the station, is Magnolia Grove, a favorite resort for pic-nic and excursion parties from Baltimore, the pleasure-seekers of which find here ample accommodations for enjoyment of a superior character. A spacious circular pavilion is erected in the grove, seventy-five feet in diameter, where

> "The bright and youthful dancers meet,
> With laughing lips and winged feet."

On these occasions, the grove presents an indescribably gay scene. Here are assembled a festive party, who, bidding adieu for a "brief hour" to the cares and toils of business, are determined to experience the pleasures of "a day in the country."

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PAVILION IN MAGNOLIA GROVE.

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Roaming through the grove, they enjoy the pure and refreshing breeze, which gently moves the rustling foliage. The rippling brook leaps and dances in the occasional ray of sunshine which steals through the green over-arching canopy, while the inspiring sounds of music, echoing and re-echoing through the woods, invite the gay to

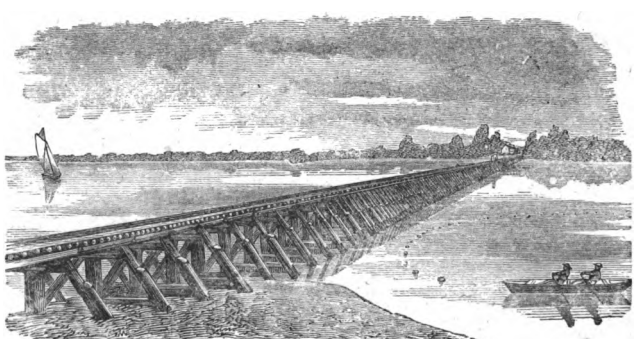
"Come and trip it as you go,
On the light fantastic toe."

Hundreds of hearts are happy; bursts of merry laughter greet the ear from every side, and "woman's beauty assumes the witching smile." Free from conventional restraint, the lively party enjoys the beauties of nature, and the pleasures of social intercourse, until

"The approach of night,
The skies yet blushing with departing light,
When falling dews, with spangles deck the glade,
And the low sun has lengthened every shade;"

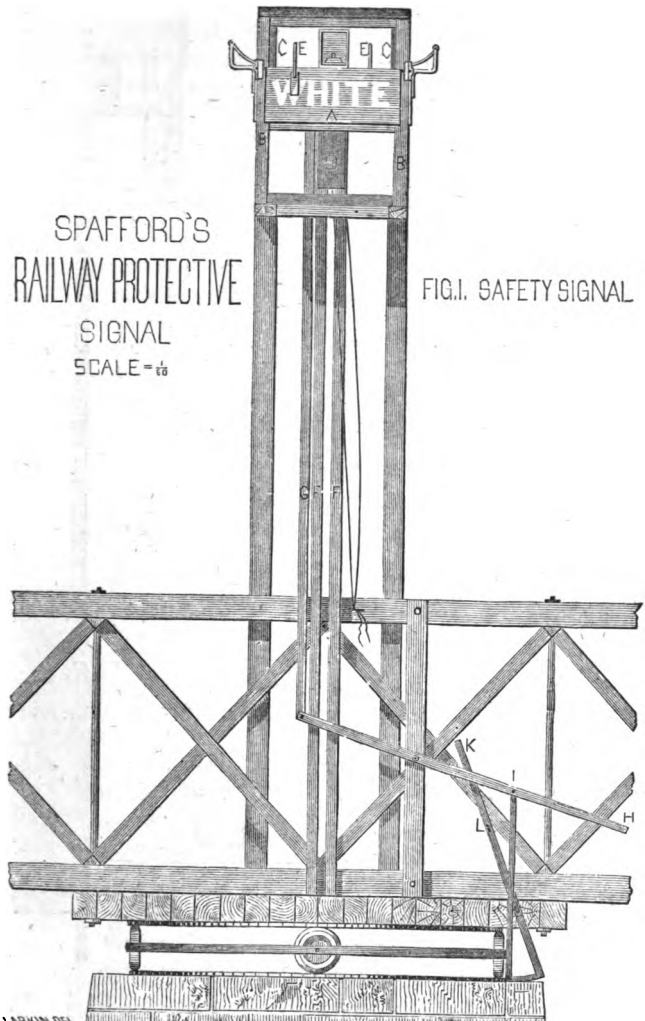
warns them to turn homeward. But many a day elapses ere they cease to think of the pleasant hours spent in Magnolia Grove.

Two miles from Magnolia, we find Edgewood, an unimportant station, at which "accommodation trains" stop for the convenience of local travel; and three miles beyond this, we cross Bush River on a pile bridge, 3,089 feet long. This river, which was



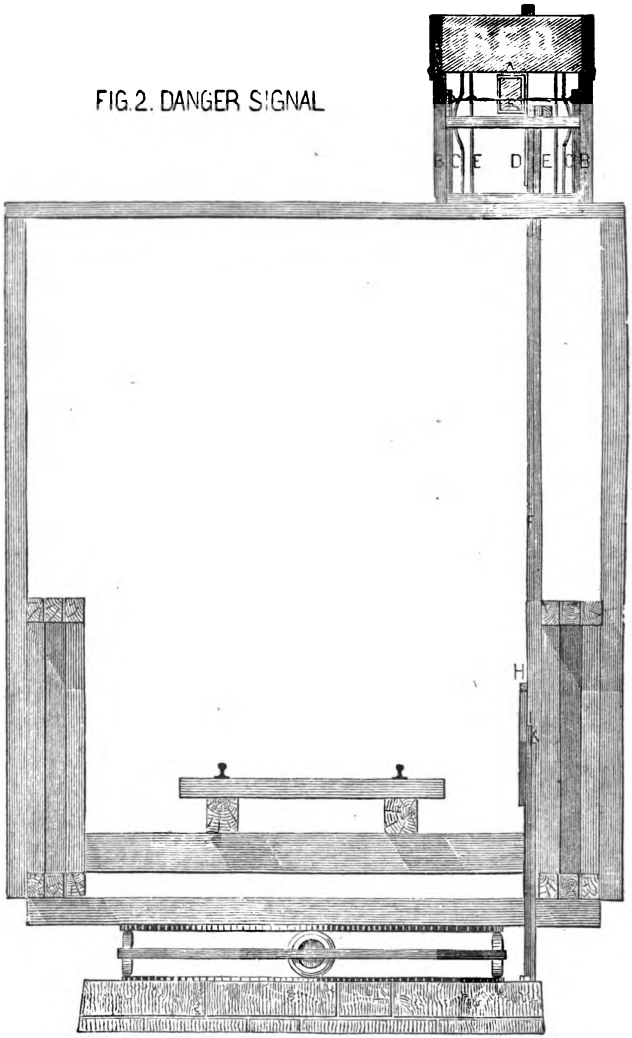
BRIDGE ACROSS BUSH RIVER.

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FIG. 2. DANGER SIGNAL



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entered by Captain John Smith in 1608, and called Willowoye's River, is similar in appearance and character to the Gunpowder; and the bridge is constructed in the same manner. There is also a draw in this bridge to pass small vessels. Upon this bridge, at the draw, may be seen one of the "Railway Protective Signals," invented by the late S. L. Spafford, Esq., while General Superintendent of the road, and now applied to all the draw-bridges upon it.

The peculiarity and chief value of this signal consists in the absolute impossibility of *moving* or even *unlatching* a Draw to which it is applied, without showing the Danger-Signal, and the equal impossibility of showing the Safety-Signal after the Draw is once moved or unlatched, until it is returned to its place, and relatched.

The accompanying diagrams and descriptions, for which we are indebted to J. E. Larkin, Esq., show in detail the application and working of this Signal, on "a Pivot Draw." It can be used with equal facility upon any other form of Draw; the only change necessary being in the arrangement of the Stop Lock.

The same letters, in different diagrams, refer to the same parts of signal.

This view (Fig. 1) represents the interior of a Pivot Draw, with Signal, the Truss next the eye being removed, and the Draw closed and latched.

The principal parts are, the Signal Boards, A A; the Signal Frame, B B; the Sliding Frame, C C; the Lantern Carriage and Lanterns, D; the Jointed Levers, E E; the Guides, F F; the Connecting Rod, G; the Signal Board and Stop Lock Lever, H; the Stop Lock, I; and the Latch Lever, K.

The Signal Boards, A A, are painted red on one face, and white on the other; and the Lanterns are placed so that, when the white face of the Board is exposed, the white Lantern is seen above the Board; while, when the red face of the Board is exposed, the red Lantern is seen below. The Boards are hinged to the Signal Frame, B B, at a distance equal to their width, from the top of the Frame, and are connected with the Sliding Frame, C C, which moves vertically in the grooved corners of the Signal Frame, by the Jointed Levers, E E; one Lever to each Board.

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The Sliding Frame, c c, is attached to the Signal Board and Stop Lock Lever, H, by the Connecting Rod, G; while from the under side of this Lever, the Stop Lock, I, passes down into the pier, to such a distance that, when raised, it leaves a space between its point and the pier sufficient to admit the thickness of the curved arm of the Latch Lever, K. Against this Stop Lock, when down, rests the extremity of the curved arm of the Latch Lever connected with the Latches at the point marked L, and preventing any movement of them until the Stop Lock is raised; which is shown at once, by the Boards and Lanterns above.

Here is shown the same Draw, (Fig 2,) turned at right angles to its first position. To effect this, the Latches must first be drawn back, as follows:—The long arm of the Signal Board and Stop Lock Lever is raised, until the point of the Stop Lock comes above the pier sufficiently to admit the curved arm of Latch Lever. In raising this arm of the Signal Board and Stop Lock Lever, the opposite arm is depressed; which, by means of the Connecting Rod, pulls down the Sliding Frame; and this, acting upon the Jointed Levers, causes the lower side of the Signal Boards to describe a semicircle, thus exposing the red side of the Boards and the red Lantern. Then, by throwing back the Latch Lever, its curved arm passes under the foot of the Stop Lock, the Draw is unlatched, and it can be turned off.

It will be seen that, after the Draw is once moved, the Stop Lock cannot be lowered, even if the Latches be thrown out, on account of its point coming against the top of the pier; and that, after the Draw is returned to its place, it must first be latched, before the Stop Lock can be lowered and the Signal of Safety shown.

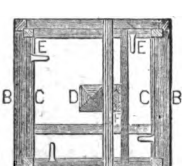


FIG.3. TOP VIEW

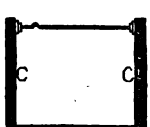


FIG.4. SLIDING FRAME

Fig. 3 shows a Top view of the Signal Frame, the Sliding Frame, the Lanterns, and the Guides; and Fig. 4, an elevation of the Sliding Frame when disconnected from the Signal Frame.

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FIG.5.
LANTERNS

Fig. 5 shows the relative position of the Lanterns; and Fig. 6, the whole length of Draw, with the Latches.

From an inspection of these plans and their modes of working, it will readily be seen that the signals do not depend in the slightest manner upon the will of the bridge-keeper, but upon the situation of the Draw; thus placing IT ENTIRELY OUT OF HIS POWER to give a signal of safety, when the condition of the Draw would endanger the train, even by being unlocked—much less moved. In addition to this, however, he is required to be at his post, and give a signal corresponding with the Draw Signal; otherwise the train stops before reaching it. The signal thus acts as a guard against the mistakes to which all individuals are liable, while the bridge-keeper must confirm the unerring indications of the machinery.

Another advantage possessed by this signal is, its elevation above the bridge, rendering it readily visible at a great distance, and preventing shrubbery and other intervening objects near the surface of the ground from obstructing a view of it.

The Protective Signal has called forth the encomiums of all who have been made acquainted with its construction, combining, as it does, with its many advantages as a safeguard, simplicity of machinery, durability, and economy.

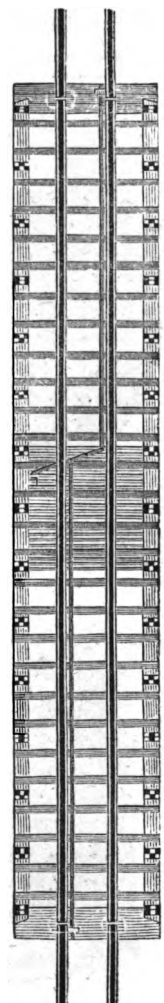


FIG 6 PLAN OF DRAW SHEWING LATCHES

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The next station at which we arrive is

27 Miles from Baltimore. **PERRYMANSVILLE.** Miles to Philadelphia. 71



STATION AT PERRYMANSVILLE.

The village here is but a small one, and is important only as the outlet for business transacted by Railroad with the surrounding neighborhood. Immediately after passing the station, a neat Norman church is seen, about half a mile to the north. This is Spesutia church, so called from the Utie family so prominent in the colonial history of Maryland, meaning "the hope of Utie." It is the place of worship of St. George's Parish, one of the

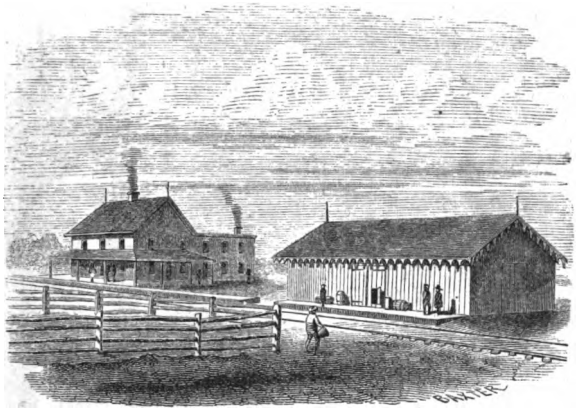


SPESUTIA CHURCH.

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oldest Episcopal parishes in Maryland. The original church—a wooden one—was erected about 1670;—a second succeeded this in 1718;—and in 1757, this was superseded by a brick building on a more extensive scale, which, in 1851, gave place to the present chaste and beautiful edifice. The pulpit is ably filled by the Rev. S. W. Crampton.

31 Miles from Baltimore. **ABERDEEN.** Miles to Philadelphia. 67



STATION AT ABERDEEN.

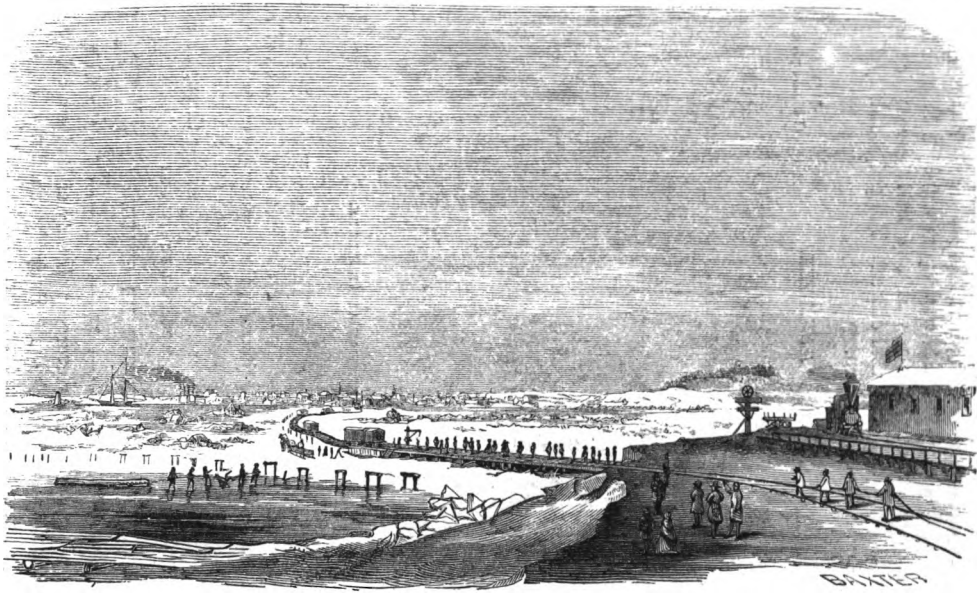
This station, formerly called Hall's Cross Roads, is the connecting point with stages for Churchville, six miles north of it.

As we proceed on our journey, the country becomes more undulating and attractive; and fine mansions, surrounded by fertile fields, are visible on either side. After passing through a deep cut, walled with masonry, we find ourselves in

36 Miles from Baltimore. **HAVRE DE GRACE.** Miles to Philadelphia. 62

The traveller who enters Havre de Grace for the first time, cannot but admire the picturesque beauty of its location. Situated on the western bank of the Susquehanna, it rises on a gentle slope, as it retires from the water. Back of, and around it, an

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THE ICE BRIDGE ACROSS THE SUSQUEHANNA.

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undulating and fertile country gives us glimpses of hill and dale—of forest and field. To the north, are the granite hills which have confined the noble river for hundreds of miles, as it tortuously winds its way between them, while at their base, on the east side, Port Deposit steals a scant location between the cliffs and the stream. In front of the northern part of the town, the mound-like form of Watson's island rises far above the river, adding to the picture by its romantic beauty, while directly before us, the noble stream, the theme of the poet and historian, after having traversed portions of New York, Pennsylvania, and Maryland, flows in solemn majesty along, preparing to lose its identity in the Chesapeake Bay, which is visible as it stretches far away on the south. The Susquehanna River was discovered by Capt. John Smith, whose name is linked in romance and history with that of Pocahontas. He ascended it for a short distance, in 1608, and named it Smith's Falls. The adjacent country was at that time inhabited by a warlike tribe of Indians, called the Sasquesahanaghs, who were very troublesome to the early colonists.

"The council fire is seen no more,
Long since upon the hills gone out;
The shadowy war-dance too is o'er,
And hushed the happy hero's shout.

Their game is gone, their hunting ground
Transformed to fields of golden grain;
No more shall Indian footsteps bound
O'er scenes their fathers loved again."

Havre de Grace was laid out in 1776, by Robert Young Stokes, the proprietor of the land at that time, and was so called by officers of the French army, then participating in our revolutionary struggle, who stopped here on their way to a southern campaign, and, admiring its beauty, discovered about it a resemblance to the environs of the city of the same name in their native land.

There is a tradition current, for which, however, we find no reliable evidence, that Havre de Grace needed at one time but a single vote to become the Capital of the United States. This

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will excuse a reference to the history of the location of the national seat of government. This subject having occupied congressional and public attention prior to the adoption of the constitution without being definitely settled, it devolved upon the first Congress assembled under the provisions of that instrument, to determine it. The Eastern States advocated New York, Pennsylvania urged the claims of Philadelphia, while Maryland and Virginia demanded a site upon the Potomac. By an arrangement made between the Pennsylvanians and the Northern members, resolutions fixing it upon the Susquehanna River in the State of Pennsylvania were offered; the movers hoping that this measure would conciliate the south; but they were disappointed. In spite of the opposition of the south, however, a bill to that effect passed the House in September, 1789. It authorized the President to appoint commissioners with authority to fix the particular site upon the Susquehanna, to purchase the necessary lands, and to erect the proper buildings. The Senate altered the bill, substituting a district of ten miles square adjoining Philadelphia. This increased the dissatisfaction of the south; notwithstanding which, it passed the House with a slight amendment, pending the consideration of which, in the Senate, it was postponed until the ensuing session; during which, in the month of July, 1790, after a stormy debate and repeated ballotings, it was decided to place the national capital on the banks of the Potomac, leaving the President to determine the precise location, within certain limits.

Rear Admiral Cockburn, whose name has been rendered infamous by the plunder and wanton destruction of farm houses, villas, and unprotected villages, along the coast of the Chesapeake Bay, after the sacking and burning of Frenchtown, made a descent upon Havre de Grace, then a village of thirty or forty houses, and destroyed it on the 3rd day of May, 1813; the town being in a measure unprotected at the moment, in consequence of the absence of the most available portion of its citizens; they being on duty at Baltimore, which was in imminent danger at the time. Admiral Cockburn approached it before daylight, and commenced a cannonade mingled with rockets. The inhabitants who still remained, suddenly awakened, leaped from their beds

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in the greatest consternation, and most of them sought safety in flight, leaving their property a prey to the ruthless torch. Some few, however, attempted a defence with three small pieces of artillery; two six, and one nine pounder having been arranged as a battery on the river bank. After firing a few shots, these also fled, with the exception of one, by the name of John O'Niel, who continued to load and fire his piece, until in recoiling, it ran over him, wounding him severely. He then armed himself with a musket, and after attempting in vain to rally his comrades, he opposed, single handed, the advancing column of the British, until taken prisoner in a charge; and with his capture, they became the undisturbed possessors of the town. This horde of brutal soldiery, under command of men no less so, now commenced plundering the dwellings; after which, they applied the torch to them, casting every movable article into the flames. Defenceless women and children were outraged and insulted. The stages were broken up, and even the horses unfeelingly crippled. Especial pains were taken to disfigure and destroy the principal place of worship, and every species of property, whether public or private, was mutilated or destroyed with more than barbaric zeal.

"That impious wretch with coward voice decreed,
Defenceless domes and hallow'd fanes to dust;
Beheld, with seeming smile, the wounded bleed,
And spurr'd his bands to rapine, blood, and lust.
Vain was the widow's, vain the orphan's cry,
To touch his feelings or to sooth his rage—
Vain the fair drop that roll'd from beauty's eye,
Vain the dumb grief of supplicating age."

While engaged in this incendiary enterprise, an English officer named Westfall, was mortally wounded by one of the inhabitants. After plundering the farm houses and robbing the citizens, and, in many instances, even travellers on the highways, for several miles round the village, the British troops returned to their vessels on the 6th, carrying O'Niel with them, whom, after a detention of four days on board the Maidstone, they released, on receiving an intimation that if the threat of putting him to death was carried into effect, certain British prisoners then in the hands of the Americans, would also be executed. The marauders then

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sailed away, enriched with the easily-acquired, though ill-gotten plunder, for new scenes of ruthless outrage and wanton barbarity.

Havre de Grace, though possessing many advantages, has not increased as rapidly as these might induce one to believe. It now contains about four hundred houses, and has a population of two thousand. Among its public improvements are several neat churches and halls, and substantial and commodious wharves. The only newspaper published in this place, is the Harford Madisonian, edited by George Keatinge, Esq. Havre de Grace is famous as the head-quarters of "ducking" and "fishing" upon the Chesapeake and its tributaries. The wild fowl from this hunting ground not only supply the Philadelphia and Baltimore markets, but find their way in abundance to New York and Boston. The fisheries for shad and herring in this vicinity are very extensive during the proper season, while, at almost all times, the choicest fish are caught in abundance in the neighboring waters. These two sources of revenue annually contribute largely to the maintenance of the inhabitants.

Here also is found the terminus of a connecting branch of that vast system of internal improvements which extends throughout Pennsylvania and New York, viz.:—

The Susquehanna and Tide Water Canal.—Efforts to render the Susquehanna River navigable, date among the earliest internal improvements of this country. As early as 1783, the Legislature of Maryland granted a charter to the "proprietors of the Susquehanna Canal," for this purpose. This company having become hopelessly encumbered with debt, was authorized to sell its property in 1817; and in 1836, their work, extending between Ark Haven and Port Deposit, was sold to the Tide Water Canal Company. In 1825, the Maryland Legislature authorized the Susquehanna and Patapsco Canal Company to construct a canal from Baltimore to York Haven, on the Susquehanna. This charter was amended by a supplement, passed in 1835, changing the title to the Tide Water Canal Company, and authorizing the extension of the work from tide water at Havre de Grace, to the Maryland and Pennsylvania State line. In 1835, the Legislature of Pennsylvania granted corporate powers to the Susquehanna Canal Company, to construct a canal

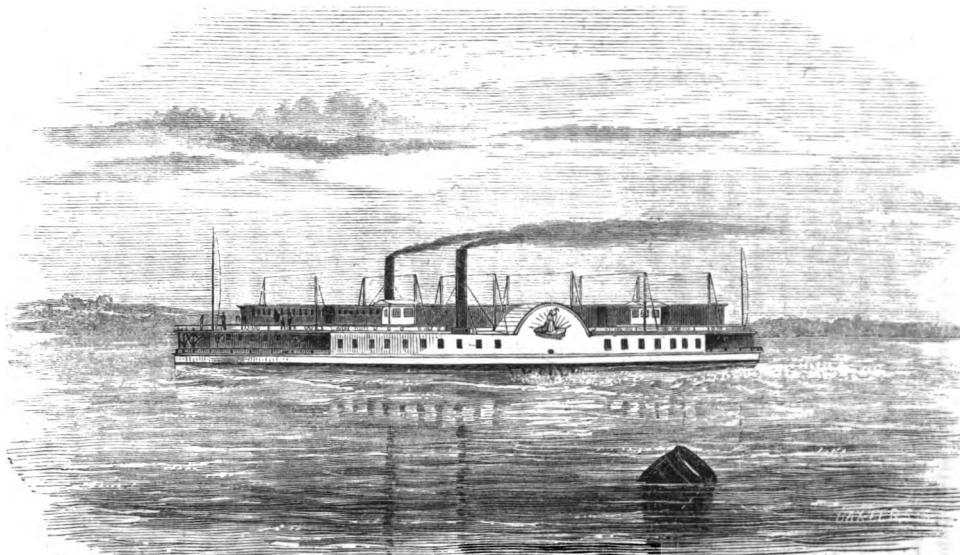
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on the eastern side of the Susquehanna, from Columbia to the Maryland State line; and the next winter, it received authority to cross the river at Columbia, and extend the canal down the west side of the river, that course being found more suitable and advantageous, than the route as originally located.

In 1836, the Legislature of Maryland granted a charter authorizing the construction of the Tide Water Canal to connect with the Susquehanna Canal. The works constructed and purchased under these enactments, are those of the present Susquehanna and Tide Water Canal Company, extending from Columbia, Pennsylvania, to Havre de Grace, a distance of forty-five miles. They were commenced in 1835, and were opened for business in 1840. Their cost up to this time, has been about $3,300,000, including a connection by outlet lock and dam, across the run at the mouth of Conestoga Creek, with the Conestoga slack water navigation to Lancaster, and also, the purchase of the "Old Maryland Canal" from Ark Haven to Port Deposit. The estimates having been far below this amount, the work was seriously embarrassed by a heavy debt for several years; but in consequence of economical management and a constantly increasing business, it now promises fairly to become a paying investment. Its receipts in round numbers were, in 1840, $42,000; in 1845, $100,000; in 1850, $157,000; and in 1855, $211,000. As an outlet for the business of the interior of Pennsylvania and the northern part of Maryland, its importance cannot well be over estimated; connecting, as it does, with the Pennsylvania State Canal to Hollidaysburg on the Juniata, to Pittston on the North Branch of the Susquehanna, and also to the head of canal navigation on the West Branch, and acting as a conduit for the products of the extensive regions thus reached.

After entering the station at Havre de Grace, the passengers leave the cars, and passing down a covered inclined plane, enter the *Iron Steam Ferry Boat, Maryland.* This vessel, which, it is believed, has no superior of its kind in the country, was placed on the Susquehanna in December, 1854; having cost about $110,000. Its dimensions and description are as follows:—Length of deck, 238 feet; breadth of beam, 36 feet; extreme breadth, 66 feet. The motive power consists of two low-pressure condensing

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THE IRON STEAM FERRY BOAT, MARYLAND.

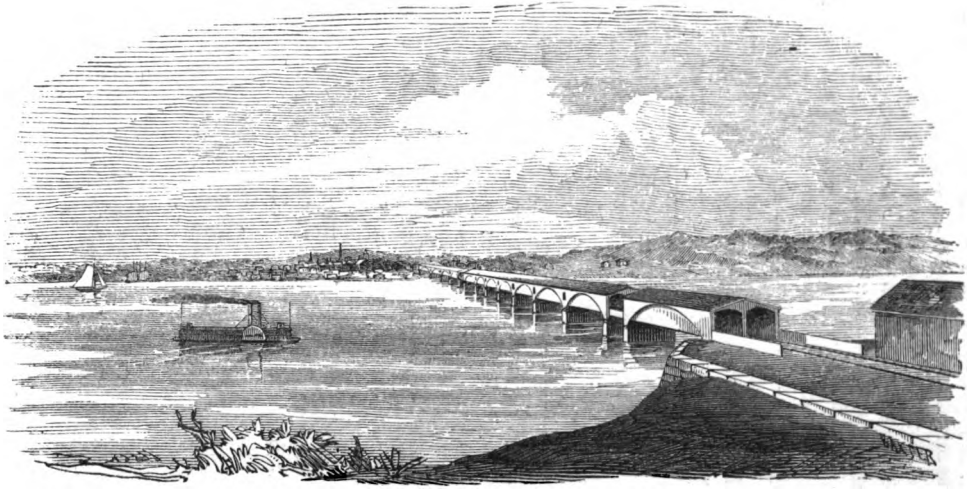
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steam engines, with cylinders forty inches in diameter, and eight feet stroke of piston; two boilers, each fourteen feet long, thirteen feet wide, and seven feet nine inches high, with steam drums seven feet in diameter, and eight feet high; heavily ironed water wheels, twenty-two feet eight inches in diameter, with ten feet face. The hull is of plate iron, well and substantially kelsoned and strengthened with iron arranged "fore and aft," and "athwartships." A large hall, with saloons for the accommodation of passengers on each side, extends the whole length of the vessel. The upper deck is arranged with three tracks, affording ample room for the reception of more than twenty cars. The boat, throughout, is well finished, and is every way adapted to facilitate the crossing of passengers and trains; the heaviest ice (the greatest impediment) having never prevented its transit.

The depth of the Susquehanna being quite considerable opposite Havre de Grace, reaching at some points to sixty feet; and the river being encumbered with flats or bars, extending nearly across it, at a short distance below the ferry, it is sometimes rendered impassable in severe winters, by the "jamming" of the ice when broken up by sudden thaws; that on the surface being prevented by the "bars" from floating into the bay, and becoming underlaid by floating ice forced down by the current, the entire depth of the river has been known to present an almost solid barrier, in consequence of the continued accumulation. This was the case in 1852, when the ice in the river offered so insurmountable an obstacle to its passage by any ordinary means, that it was determined to lay a track upon it. This was completed on the 15th day of January, and continued in use until February 24th, when it was taken up, and, in a few days, the river was free of ice. During this time, 1378 cars, loaded with mails, baggage and freight, were transported upon this *natural bridge*, the tonnage amounting to about 10,000 tons. The whole was accomplished without accident of any kind; and the materials were all removed, prior to the breaking up of the river, without the loss of a cross-tie or bar of iron.

The Susquehanna Bridge. Various efforts were made from time to time, for several years, to procure legislative permission to construct a bridge across the Susquehanna River at this point,

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PROPOSED BRIDGE ACROSS THE SUSQUEHANNA.

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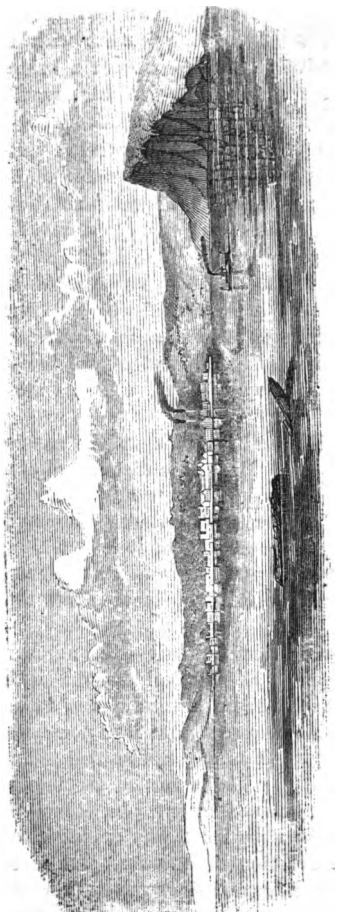
but, as energetic opposition was made by the residents of Port Deposit and its vicinity, who deemed such a structure a serious obstruction to navigation, these efforts were without success until the 12th of May, 1853; when, by compromise with its opponents, the company was authorized to construct a bridge, on condition of building a branch railroad from its eastern terminus, to Port Deposit. Many difficulties have arisen to prevent the rapid advancement of this work, up to the present time though much has been done to forward it, a large portion of the necessary material having been prepared. There is no doubt that its construction will be prosecuted with energy, when a few matters yet unadjusted, have been arranged. The length of the proposed bridge, according to the location as now determined, will be over 3300 feet. In the plan proposed, of which we present a view, thirteen piers of solid masonry and a draw over each channel, will be necessary. The estimated cost of the bridge and approaches, including work already done, will be about $600,000.

The Port Deposit Branch Railroad extends up the eastern branch of the Susquehanna, to Port Deposit, a distance of four miles. It has progressed rapidly, and is now nearly ready for use. Its construction involves the outlay of a large amount in proportion to its length, as the greater part of it is cut along the cliffs, through a rock of very compact nature. Its estimated cost for the road, stations, &c., exclusive of locomotives and cars, is $165,000.

The first settler upon the site of Port Deposit —the northern terminus of this branch road—was an Englishman named Thomas Shepard, who established himself there several years before the revolution. A portion of this property came into possession of Col. John Cresswell, who laid it out as a town, disposed of lots, and commenced improvements. By a liberal act of the legislature, it was incorporated in 1825. Improvements of a permanent character were never made, and the river front was extended and adapted to business by the construction of wharves. Its favorable location at the head of tide water and sloop navigation soon attracted towards it the lumber trade of the Susquehanna River and its tributaries. From the vast forests that line these streams,

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this business is immense, and as the river affords facilities for its easy transportation, the lumber is rafted to Port Deposit, which has become a well-known distributing market, where many of the extensive "dealers" from New Jersey, Pennsylvania, Delaware, Maryland and Virginia, resort to make selections and purchases. The annual transfer of sawed lumber here, exceeds 70,000,000 feet, in addition to large quantities of timber and spars.



PORT DEPOSIT.

The town is located at the base of a range of almost perpendicular hills which rise above it some two or three hundred feet. These hills, which form the boundaries of the Susquehanna on either side, with their wild and varied scenery, give it a world-wide reputation for romantic beauty. The heights at this spot approach so near the water, that the town, as it increases, is compelled to encroach upon both hill and river, by excavating the one, and filling into the other. These hills yield a granite which is

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greatly in demand for its compactness, durability and beauty. Large quantities of this stone are annually quarried here, and shipped to distant cities. It has been subjected to numerous tests, all establishing its superiority, which has induced government to use it in the construction of the "Rip Raps" at the mouth of the James River, the fortifications at Old Point Comfort, Norfolk, Gosport and Fort Delaware; the magnificent dry docks at Philadelphia and Gosport, and other extensive public works; in fact, so greatly is it in demand, both for public and private improvements, that it furnishes cargoes to twelve or fifteen hundred vessels annually. Port Deposit contains about three hundred houses, and its population numbers about fifteen hundred. Among the public buildings are several neat churches, an academy, and a number of schools and halls. The Cecil Bank, with a capital of $100,000, is located here. The stores, warehouses and wharves, are commensurate with its wants, and afford facilities for the transaction of a heavy business in produce, iron, &c., in addition to the special trade before referred to.

An interesting legend of this vicinity has been saved from oblivion by Hon. John P. Kennedy, who, in one of his masterly addresses, made allusion to it, and from that source, we here take the liberty of quoting it.

Talbot's Cave.—"There was, until not long ago, a notable cavern at the foot of a rocky cliff, about a mile below the town of Port Deposit. It was of small compass, but yet sufficiently spacious to furnish some rude shelter against the weather to one who might seek refuge within its solitary chamber. It opened upon the river just where a small brook comes prattling down the bank, along the base of a hill of some magnitude that yet retains the stately name of Mount Ararat. The visiter of this cavern might approach it by a boat from the river, or by a rugged path along the margin of the brook and across the ledges of the rock. This rough shelter went by the name of Talbot's Cave up to a very recent period, and would still go by that name, if it were yet in existence. But it happened, not many years since, that Port Deposit was awakened to a sudden idea of the value of the granite of the cliff, and as commerce is a most ruthless contemner of all romance, and never hesitates between a speculation

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of profit and a speculation of history, Talbot's Cave soon began to figure conspicuously in the Price Current, and in a very little while disappeared, like a witch from the stage, in blasts of sulphur, fire and rumbling thunder, under the management of those effective scene-shifters, the quarrymen. A Government contract, more potent than the necromancy of the famed wizard, Michael Scott, lifted this massive rock from its base, and flying with it full two hundred miles, buried it fathoms below the waters of the Atlantic at the Rip Raps near Hampton Roads: and thus it happens that I cannot vouch the ocular proof of the cave to certify the legend I am about to relate. The tradition attached to this spot had nothing but a misty and spectral outline. It was indefinite in the date, uncertain as to persons, mysterious as to the event—just such a tradition as to whet the edge of your curiosity and to leave it hopeless of gratification. I may relate it in a few words: Once upon a time, somewhere between one and two hundred years ago, there was a man by the name of Talbot, a kinsman of Lord Baltimore, who had committed some crime, for which he fled and became an outlaw, and was pursued by the authorities of the province. That to escape these he took refuge in the wilderness on the Susquehanna, where he found this cave, and used it for concealment and defence for some time—how long, the tradition does not say. That this region was then inhabited by a fierce tribe of Indians, who are described on Capt. John Smith's map as the Sasquesahannocks. That these Indians were friendly to the outlaw, and supplied him with provisions. To these details were added another, which threw an additional interest over the story—that Talbot had a pair of beautiful English hawks, such as were most prized in the sport of falconry, and that these were the companions of his exile, and were trained by him to pursue and strike the wild duck that abounded, then as now, on this part of the river; and he thus found amusement to beguile his solitude, as well as sustenance in a luxurious article of food, which is yet the pride of gastronomic science and the envy of bon vivants throughout this continent. These hawks my aged friend had often himself seen, in his own boyish days, sweeping round the cliffs and over the broad expanse of the Susquehanna. They were easily distinguished, he said, by the

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residents of that district, by their peculiar size and plumage, being of a foreign breed not known to our native ornithology, and both being males. For many years, it was affirmed—long after the outlaw had vanished from the scene—these gallant old rovers of the river still pursued their accustomed game, a solitary pair, without kindred or acquaintance in our woods. They had survived their master—no one could tell how long—but had not abandoned the haunts of his exile. They still for many a year saw the wilderness beneath their daily flight giving place to arable fields, and learned to exchange their wary guard against the Indian's arrow for a sharper watch of the Anglo-Saxon rifle. Up to the last of their appearance the country people spoke of them as Talbot's hawks."

Having made this digression, we will again resume our journey. The ferryboat lands the passengers at Perryville, a small and unimportant village, where they again take seats in the cars, the baggage and mail cars having been carried across the river on the upper deck of the boat. Stages leave this place for Battle Swamp, 3 miles; Rising Sun, 6 miles; Upper Principio, 9 miles; Brick Meeting House, (built by William Penn for the Society of Friends,) 12 miles; Oxford, 22 miles. Three miles from Perryville, we pass

40 Miles from Baltimore. **PRINCIPIO.** Miles to Philadelphia. 58

Principio derives its principal importance from its being the location of the iron furnace of Messrs. J. & G. P. Whitaker. The creek of the same name, which is crossed here by the Railroad, was explored by Capt. Smith in 1608. An extensive improvement is being made here, by which the road will be straightened and a long curve avoided. This work involves the expenditure of a large amount of money, but it will be a very commendable change in the location of the track. The country in this direction is much broken by the hills bordering on the head waters of the Chesapeake, presenting in its outlines, combined with the placid sheets of water of which we catch glimpses now and then, pictures of rare natural beauty. The soil not being highly susceptible of agricultural improvement, there is, aside from this,

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but little to attract attention, unless, indeed, some downward train should meet us here, when :—

> "First, the shrill whistle, then the distant roar,
> The ascending cloud of steam, the gleaming brass,
> The mighty moving arm; and on amain
> The mass comes thundering, like an avalanche o'er
> The quaking earth; a thousand faces pass—
> A moment, and are gone, like whirlwind sprites,
> Scarce seen; so much the roaring speed benights
> All sense and recognition for a while;
> A little space, a minute, and a mile!
> Then look again, how swift it journeys on;
> Away, away, along the horizon,
> Like drifted cloud, to its determined place;
> Power, speed, and distance, melting into space!"

Between two and three miles further on our journey, we see North East River on our right, and in a few moments arrive at

43 Miles from Baltimore. **CHARLESTOWN.** Miles to Philadelphia. 55



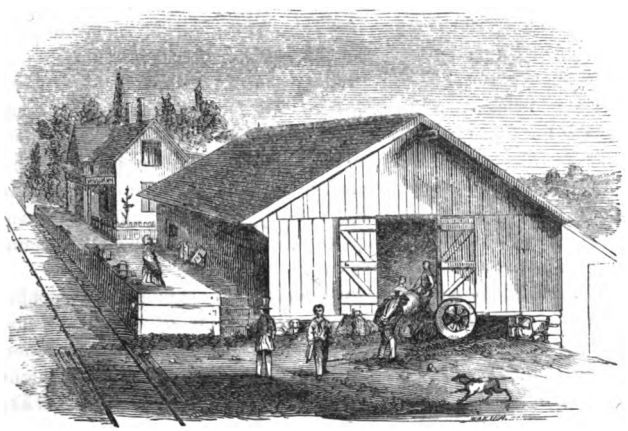
THE STATION AT CHARLESTOWN.

This is one of the "old towns" of Maryland, having been settled in 1742, and acquiring sufficient importance as a grain and flour market, to receive special legislation from the assembly, and to be considered a dangerous rival to Baltimore. It was burned in 1813, by the British troops under Admiral Cockburn. In the early location of the railroad from Wilmington, Charlestown was determined upon as its terminus, and it was then the intention to convey passengers thence to Baltimore by steamboat. Its present population is between two and three hundred.

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Continuing our journey, we follow North East River, on the shores of which, about two miles from Charlestown, are the North East Fire Brick Works; the clay in this vicinity, from its peculiar nature, being well adapted to the manufacture of superior fire bricks. Large numbers of these are annually made here, and find a market in the larger cities. At the distance of three miles from Charlestown, we reach

46 Miles from Baltimore. **NORTH EAST.** Miles to Philadelphia. 52



FREIGHT AND PASSENGER STATIONS AT NORTH EAST.

This is another of the early settlements, and is named from the river at the head of which it is located. This stream derived its title from the direction of its current, being a tributary of the Chesapeake from the north-east, its original name, "Gunter's Harbor," given it by Capt. Smith at the time of its discovery, never having received the popular sanction. The town contains about four hundred inhabitants. As we leave the station, the road crosses one of the branches of the river, on a stone arched bridge, a very accurate view of which, as it appears from below the railroad, is presented at the commencement of this volume.

Passing up an easy grade, we cross Bacon Hill, of which we have

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gathered this legend. "A poor fellow being in liquor, and forgetting the distinction between mine and thine, took away, under cover of darkness, his neighbor's porker, it having been incautiously exposed to his advances after being slaughtered, which for convenience, he carried 'pig-a-back,' with the forelegs around his neck, and a short piece of rope tied firmly to each foot, and thus amiably embraced, he started for home. Tradition says nothing of his adventures, until he reached the summit for which his burden was to furnish a name, when he sat himself down awearied on the trunk of a fallen tree to rest, and perhaps indulge in moral reflections. But the abduction of the swine was to be fearfully avenged. He had seated himself with his ill-gotten booty hanging behind him, when in attempting to lift the rope over his head, and release himself for a while of his load, he slipped off the log on one side, while the hog fell on the other, bringing the rope most uncomfortably tight under his chin. Frightened and probably rendered helpless by frequent imbibitions, here he died, and being found by the neighbors with the cause of his death but too apparent, they gave the place the name which it bears at the present day."

In contradiction to this tradition, another is given, that the hill having formerly been used for signal beacons, derived from that fact the name of Beacon Hill, which by corruption has become Bacon Hill. Leaving the traveller to adopt that version which best pleases him, we continue our journey, and crossing Little Elk Creek, arrive at

52 Miles from Baltimore. **ELKTON.** Miles to Philadelphia. 46

The first settlement where Elkton now stands, was made by a party of Swedish fishermen, about 1694. They came across the peninsula, from Fort Cassimer, now New Castle. Elkton is situated at the head of the navigable waters of the Elk River, from which it derives its name. An old authority says the stream was so called "from the branching off from its head of the Big and Little Elk Creeks, in much the same shape that the horns of an elk branch from the head of that animal," which tradition contradicts by stating that elk formerly abounded along this stream, and hence it was so named. Be this as it may, the vil-

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THE STATION AT ELKTON.

lage here received from its location, the name of the "Head of Elk."

After the reverses experienced by the British in New Jersey, in 1777, Gen. Sir William Howe embarking his troops, 18,000 in number, on the fleet of his brother, Admiral Lord Howe, sailed from Sandy Hook on the 23rd of July, ostensibly for the purpose of prosecuting a southern campaign; but his real intention was an attack on Philadelphia. Before the end of the month, the British fleet appeared off the capes of the Delaware, but hearing that extraordinary defences and obstructions had been constructed on that river, it sailed south, and appeared shortly after in the Chesapeake. On the 25th of August, a landing was effected at Turkey point, twenty miles below Elkton. Stormy weather prevented further movements until the 28th, when the van, under Gen. Howe, marched to the "Head of Elk," seized the government stores there, and was joined, on the 31st, by Knyphausen's division at Gray's Hill, (discovered by Smith in 1608, and named Peregrine's Mount,) about two miles east of the town.

In March, 1781, Gen. Lafayette arrived at the Head of Elk, with a portion of the American army, with the intention of co-

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operating with the French fleet in an attempt to capture Arnold, then in command of a British division at Portsmouth. On the 9th of that month, he embarked his troops five miles below Elkton, for Annapolis. In April, on the failure of the expedition, he returned, and shortly afterwards marched to the relief of Richmond, then threatened by the British under Arnold and Phillips.

In September, 1781, the American forces under the immediate command of Gen. Washington, reached the Head of Elk en route for James River, to participate in the memorable siege of Yorktown. The van was received on the transports commanded by Count de Fersen, detailed for that purpose from the French fleet by Count de Barras. In November, after the capitulation of Lord Cornwallis to the allied armies, the American division under command of Gen. Lincoln, returning northward, were landed at this point, by a portion of Count de Grasse's fleet.

The town was known as the "Head of Elk," until 1787, when the Legislature of the State changed its name to its present designation. It has been the county seat of Cecil county since that time, prior to which the courts were held at "Court-House Point," ten miles below, on the east side of the river. The present court-house was built in 1791.

In 1813, the British under Lord Cockburn, after burning Frenchtown, threatened an attack upon Elkton. To prevent its destruction, the crews of the flotilla of gun-boats in the Delaware River, under Commodore Rogers, marched from New Castle to its relief. This force, with the citizens of Elkton and vicinity, numbered but about 1000 undisciplined and partially unarmed men. They were deemed too formidable by his lordship, however, to hazard an attack.

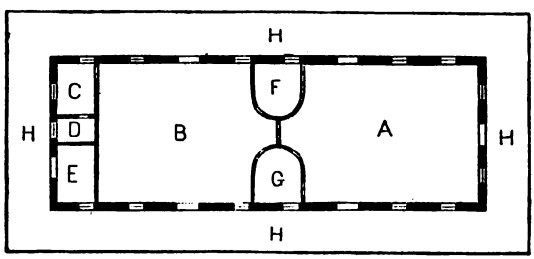
The only prominent public buildings, beside the venerable court-house, are the Elkton Academy, and the Methodist, Episcopal, Presbyterian and Catholic churches. "The press" is ably represented by the "Cecil Whig," P. C. Ricketts, Esq., editor, and the "Cecil Democrat," H. Vanderford, Jr., Esq., editor, both of which are liberally sustained. Its population is now about 1450.

Stages run between this place and Cherry Hill, 4 miles; An-

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dora, 5 miles; Fairhill, 7 miles; Lewisville, 9 miles; and also by the "Eastern Shore" road, to and from Chesapeake City, 7 miles; St. Augustine, 10 miles; Bohemian Mills, 13 miles; Warwick, 17 miles; Head of Sassafras, 20 miles; Georgetown Cross Roads, 25 miles; Harmony, 33 miles; Chestertown, 41 miles; Church Hill, 48 miles; Centreville, 57 miles; Wye Mills, 64 miles; Easton, 78 miles; Trappe, 87 miles; Cambridge, 94 miles.

The passenger station was built in 1855, and as a combination of durability, economy, neatness of design and convenience, it cannot be surpassed. The accompanying plan shows at a glance, the internal arrangement of the building.



GROUND PLAN OF ELKTON STATION.

A, Gentlemen's room; B, Ladies' room; C, Ladies' Dressing room; D, Water closet; E, Baggage room; F, Refreshment room; G, Ticket and Telegraph office; H, Brick pavement covered by projection of roof; size from outside to outside of walls, twenty-eight feet wide by eighty feet long.

The railroad has proved of great advantage to Elkton; a fact by no means singular, since it is the natural tendency of such improvements to develop the resources, increase the business, and add to the prosperity of the towns and villages in their vicinity, promoting individual interests in a like ratio. The population of the place prior to the construction of the road was but about nine hundred, although a hundred and sixty years had elapsed since its first settlement; while since that time the number of its inhabitants has increased fully fifty per cent., and its business has been

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extended in far greater proportion from the facilities afforded by the work. The surrounding country has also shared in these advantages; the population rapidly increasing, the land doubling in value within the last few years, and the adjacent streams becoming crowded with mills and manufactories. Thus the activity every where displayed indicates a prosperous, pleasant and brilliant future. Located in the midst of a healthy and populous country, surrounded by a fertile and extensively grain growing region, within two hours' ride of Philadelphia and Baltimore, and with constant facilities for communicating with them, nothing is necessary but enterprise and energy on the part of its inhabitants to render Elkton an important place.

On leaving Elkton station, after crossing Big Elk Creek, Gray's Hill stands prominently in view on the right.

We almost immediately commence the ascent of Iron Hill, so called; Iron Hill proper being six miles distant. The grade up this ascent is about forty feet to the mile, and is the "heaviest grade" upon the road, the summit of Iron Hill being the highest point attained by it between Philadelphia and Baltimore. At a distance of about four miles from Elkton, in an open field on the left, and plainly visible within a hundred yards of the railroad, are seen two stones, which mark not only the dividing line between the states of Maryland and Delaware, but also the real position of a boundary of which much is said and comparatively little known. A yellow house immediately north of them, will serve the traveller as a landmark.

"*Mason and Dixon's Line*" having become familiar as a household word in this country, a slight sketch of its origin and history will not be inappropriate in this place.* The mere fact that it points out the boundary between two States of this confederacy, would be insufficient to elevate it to a dignity beyond that of similar conventional barriers elsewhere, but it has assumed a far higher grade of importance in the political world, from having furnished, in a portion of its length, a line of demarcation between slaveholding and non-slaveholding territory. This circum-

* We are indebted to an able and interesting address by the Hon. J. H. B. Latrobe, for a great portion of the data for this sketch.

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stance has nearly buried in oblivion its original and simple character, as a boundary between adjoining commonwealths, and has given it, in the minds of men, certain hypothetical extensions, which have changed its reputed "place of beginning" and its terminus from time to time, until it has come to be regarded by many as extending from the Atlantic to the Pacific. It now figures in American political discussions, in this ideal character, and involves itself with some of the most difficult and dangerous questions which agitate the public mind.



THE TANGENT POINT.

Most of the early grants to the various Royal Proprietaries in this country, which, at the time when they were made, was a wilderness unexplored and in a measure undiscovered, were necessarily vague, indefinite and conflicting, in consequence of ignorance of their true geographical and relative positions. The limits and boundaries of the purchases from the Indians were equally so. Thus a series of claims and counter-claims sprang out of supposed rights by grant, purchase, occupancy, or discovery, in territory without established location, producing continual discord among the claimants. Lord Baltimore's grant furnished no exception, and its definite boundaries were not determined without tedious litigation and anxious delay, protracted from its first agitation in 1659, until its final adjustment on the 4th day of July, 1760. Previous to this, however, in 1732, a deed was executed between the heirs of Penn "and the great grandson of the first Lord Baltimore, stipulating, in effect, for a line due West from Cape Henlopen, across the Peninsula, from whose centre another line should be drawn tangent to a circle

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twelve miles from New Castle, while a meridian from the tangent point should be continued to within fifteen miles from Philadelphia, whence should be traced the parallel of latitude westward that was to divide the provinces. Should the meridian cut a segment from the circle, the segment was to be a part of New Castle county." Prior to the location of this line, however, difficulties arose, and litigations were again renewed, postponing its settlement until 1760. The territorial claimants were by no means alone in this contest; for, while suits, decisions, agreements and compromised stipulations followed each other for more than a century upon their part, the border settlers, becoming imbued with the spirit of rival interests, resorted to appeals more directly personal and hostile in their nature, but with no more definite success in the settlement of the disputed boundary.

After the execution of the last deed, surveyors commenced locating the boundary in accordance with the provisions of this instrument, but their slow progress caused the proprietors to engage the services of Charles Mason and Jeremiah Dixon, who arrived in Philadelphia for that purpose, on the 15th of November, 1763, and immediately entered upon their work. "They adopted the peninsular east and west line of their predecessors, the radius, and the tangent point. This left them the tangent, from the middle point of the peninsular line to 'the tangent point,' the meridian from thence to a point fifteen miles south of the most southern part of the city of Philadelphia, with the arc of the circle to the west of it, the fifteen mile distance, and the parallel of latitude westward from its termination, to ascertain and establish." Having determined the north-eastern corner of Maryland, they commenced locating the parallel of latitude, (the Mason and Dixon's line of common parlance) which forms its northern boundary, and had carried it to the Susquehanna river on the 17th of June, 1765, when they were instructed to continue it "as far as the provinces of Maryland and Pennsylvania were settled and inhabited." They then continued their work from season to season, meeting with annoyance and delay from the Indians, whose country they traversed, and who viewed their scientific movements with suspicion, until the autumn of 1767, when they arrived at "a point two hundred and forty-four miles

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from the river Delaware, and within thirty-six miles of the whole distance to be run; and here, in the bottom of a valley, on the borders of a stream, marked Dunkard Creek on their map, they came to an Indian war path winding its way through the forest. And here, their Indian escort tells them, that it is the will of the Six Nations that the surveys shall be stayed. There is no alternative but obedience; and retracing their steps, they return to Philadelphia, and, reporting all these facts to the commissioners under the deed of 1760, receive an honorable discharge on the 26th of December, 1767."

By the arrangement under which this line was run, it was marked, as far as possible, by inserting stones bearing a P on one side and an M on the other, and every fifth mile, a larger one was placed, with the arms of the Penn family inscribed on one side and those of the Baltimore family on the reverse.

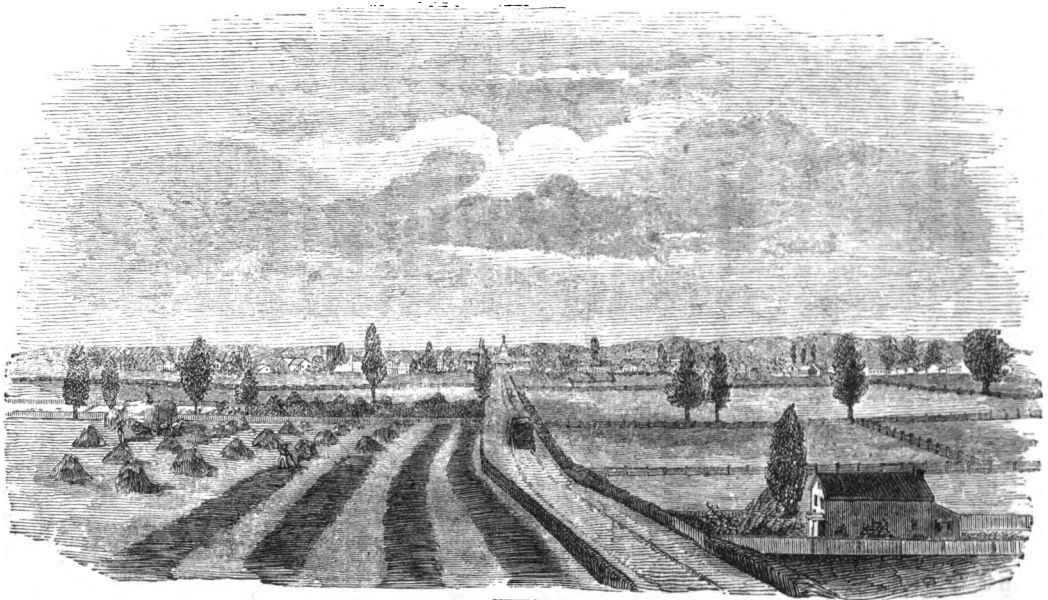
In 1849, a commission was instituted, consisting of H. G. S. Key on the part of Maryland, Joshua P. Eyre on the part of Pennsylvania, and George Read Riddle on the part of Delaware, assisted by Lieut. Col. James D. Graham, of the Topographical Engineers, to survey and determine the point of intersection of the States of Pennsylvania, Delaware and Maryland, and to fix some suitable mark or monument whereby the said point may hereafter be indicated. In the prosecution of their labors, the tangent point of Mason and Dixon was redetermined, and a new stone planted north of and adjoining the old one. On the north face of this is inscribed, "Tangent, 1849;" on the east side, the letter D; and on the west side, an M. The two stones near the Railroad mark this tangent point—the one, as has been stated, being placed there in 1764, and the other in 1849.

We now have Chesnut Hill, one of the "mountains of Delaware," on our right. Six miles from Elkton, the train reaches the station at

58 Miles from Baltimore. **NEWARK.** Miles to Philadelphia. 40

About a mile south of the station, Iron Hill, the highest point of land in the State, is visible. Gen. Maxwell, with his light troops, occupied it in 1777, while the British were at Elkton, and Gen. Washington watched their movements from it. It com-

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NEWARK.

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mands a view of both the Delaware and Chesapeake Bays, as well as the surrounding country. As the name indicates, this hill contains large deposits of iron ore, the mining of which has been profitably conducted for a number of years.

Newark is about three-fourths of a mile from the railroad depot, and is very pleasantly situated between the highlands of Pennsylvania, and the plains of the peninsula. Its first settlement dates at least as far back as the time of William Penn, the original title deeds of the Nonantown paper mills (Messrs. Curtis & Bro.) bearing his signature.

Newark was quite an important village at the time of the Revolution. After the landing of the British troops at the Head of Elk, Gen. Washington was frequently in the town while conducting his reconnoisances. A portion of the invading army passed through it on their march to the Brandywine, and the Hessians amused themselves by committing various depredations on the undefended property.

The "Athens of Delaware" is justly proud of its educational institutions. The Newark Academy is one of the oldest organizations of the kind in the country. It was founded in 1749, and received its charter twenty years afterward, from Richard and Thomas Penn. Its operations were suspended during a portion of the Revolutionary war, and the building was then used as a manufactory for shoes for the army. The old stone structure was taken down in 1840, and the present elegant buildings erected on its site.

The Delaware College, which may be regarded as the dleveopment of the Academy, was first chartered in 1833, and was reincorporated in 1851. It is governed by a Board of Trustees and the Faculty of Instruction. Each department is well organized, and special attention is given to those of Agriculture and Civil Engineering. Students who do not wish to pursue a full collegiate course of studies, enjoy facilities for receiving a thorough English education. The institution is sustained by an endowment from the State, and from the sale of rights of scholarships. These last vest in the holders the right of securing the tuition of one student each, for twenty years, at the nominal sum of one hundred dollars. The matriculants of the college number

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DELAWARE COLLEGE.

between six and seven hundred, and some of the most distinguished men of Delaware and the adjoining states claim it with pride as their Alma Mater.

There are also two excellent Female Seminaries in Newark. In addition to other prominent buildings, it has two Presbyterian, one Episcopalian, and one Methodist church. The population of the town is about twelve hundred.

The rapid growth and increasing prosperity of Newark is indicated by the simple fact that a few years ago, passengers from it were so "like angels' visits, few and far between," that it was necessary to exhibit a signal to induce the train to stop; while, during the past year, the passengers arriving at and departing from the station numbered nearly thirty thousand.

It is surrounded by an enterprizing agricultural community, and is also the outlet for large portions of the grain-growing counties of Chester, Cecil and Lancaster, which trade gives it a prominent position as a freighting station.

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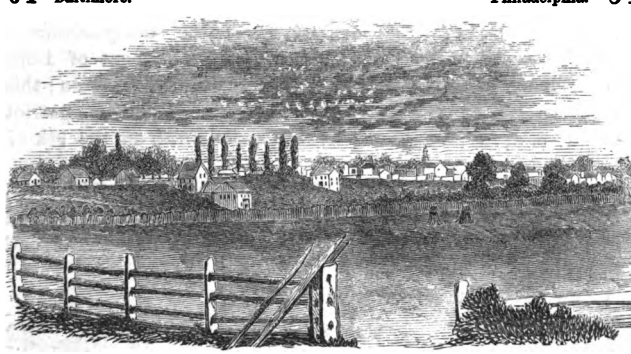
Two miles north of the town, is a superior spa or mineral spring, the waters of which formerly enjoyed a high reputation for their medicinal properties.

The White Clay Creek, a branch of the Christiana, flows back of the town, and furnishes motive power for the numerous grist and bark mills, and paper, cotton, woollen and other manufactories upon it.

Stages convey passengers from Newark to Strikersville, 4 miles; Kimbleville, 6 miles; New London, 10 miles; Oxford, 16 miles; and Hopewell, 18 miles.

The country traversed by the Railroad, between Newark and the next station, is a fertile grain-growing one. The hills which have thus far formed part of the landscape from the Susquehanna river are gradually diminishing in size, and we will soon emerge upon an almost level region. The course of the streams has hitherto tended toward the Chesapeake Bay; those yet to be passed flow into the Delaware. Six miles distant from Newark is

64 Miles from Baltimore. **STANTON.** Miles to Philadelphia. 34



STANTON.

This little village is situated about three-quarters of a mile north of the Railroad, between White Clay and Red Clay Creeks, a short distance above their junction. It was first settled about two centuries since by English "Friends," and derived its name from a prominent member of that society. The two streams we

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have mentioned furnish fine water power, which is made available for several mills and factories. There are many revolutionary reminiscences connected with Stanton, from the fact that it was the head-quarters of Washington, during the encampment of the American army on Red Clay Creek. The present population of the town is about three hundred.

A short distance from Stanton station, the Railroad crosses White Clay Creek by a covered truss bridge, 240 feet long. The White Clay is quite an important tributary to the Christiana. Red Clay Creek unites with it a short distance north of the Railroad.

In September, 1777, General Washington, after a thorough reconnoisance of the surrounding country and of the British position, posted the American forces on Red Clay Creek, with the left of his army on the Christiana, and the right in the direction of Chad's Ford, on the Brandywine. On the 8th, the British army, moving forward by way of Newark, took post within four miles of the right of the American camp. Here a battle was confidently anticipated by both armies, and preparations were made accordingly. A strong column of the enemy advanced towards the American centre, to cover a movement of Lord Howe's, made with the intention of outflanking Washington; this was discovered, the encampment was broken up, and the patriot forces took up a position covering Chad's Ford, on the 9th of September.

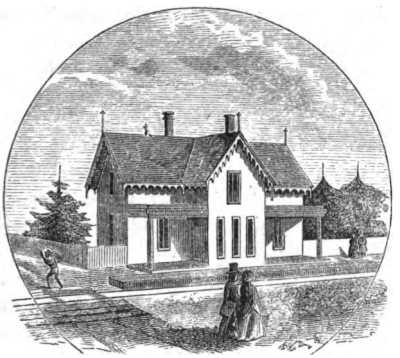
A half mile east of White Clay Creek we cross "Old Red Clay" Creek, a small water course which, uniting both above and below the Railroad with the former stream, forms "Bread and Cheese Island."

The next station arrived at is

66 Miles from Baltimore. **NEWPORT.** Miles to Philadelphia. 32

This venerable looking town was founded by Swedes and Fins, about 1640, and fifty years ago it was quite a formidable rival of its now more flourishing neighbor, Wilmington. It was then the outlet for the produce of a portion of the interior of Pennsylvania, and the initial point of the land route for trade thitherward. These advantages were derived from its location near the

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NEWPORT STATION.

head of navigation on the Christiana, which permits the passage of vessels drawing twelve feet water to this place. It was at one time incorporated, and the old plans of the town indicate the location of numerous streets, which have been for many years past the centre of cultivated fields—while the long lines of Conestoga wagons, which formerly transferred their loads to vessels here, have given place to the locomotive and train, and become a memory of the "oldest inhabitant." The town at present contains about five hundred inhabitants.

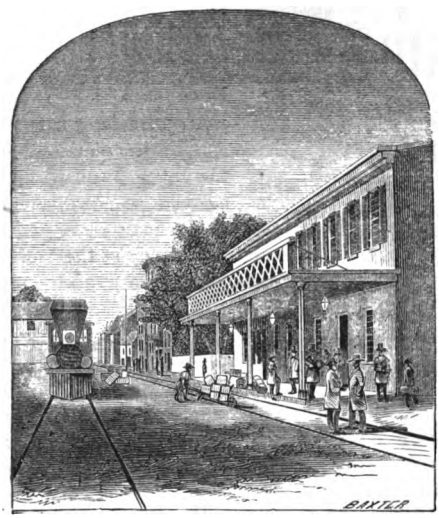
After leaving Newport we have the Christiana on our left, occasionally coming into view and again receding in its tortuous course through the plain. After advancing nearly two miles, we pass "*New Castle Railroad Junction.*" At this point the New Castle and Wilmington Railroad diverges, extending to New Castle, distant four miles, where it connects with the New Castle and Frenchtown Railroad. Eight miles from New Castle, on the latter road, is the Delaware Railroad junction. This is a new road, traversing the finest and most fertile portion of the State of Delaware. It runs through Middletown, Smyrna, Dover, &c., to Seaford, on the Nanticoke river. From thence passengers will be conveyed by first-class steamers to Norfolk. Thus will be completed a very direct and desirable line between Norfolk and Philadelphia, shortening the distance, and very materially lessening the time occupied on the present routes.

In approaching Wilmington, we have the range of hills bordering the Delaware River upon our left, studded with imposing mansions and pleasantly located villas. As we enter the suburbs of the town, a large and substantial-looking building, half a

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mile distant upon the left, catches the eye; it is the Almshouse of the city. Presently we pass, on our right, the extensive buildings and yards of Harlan & Hollingsworth, steamboat builders, and in a few moments we arrive at the depot in

70 Miles from Baltimore. **WILMINGTON.** Miles to Philadelphia 28



PASSENGER STATION AT WILMINGTON.

As the train usually stops several minutes here, we will occupy that time by a retrospective glance at the history of Wilmington.

Towards the close of 1637, or early in 1638, a company of Swedes sailed from Gottenberg, in the man-of-war "Key of Calmar," and tender "Griffin," for the purpose of founding a colony in the then unknown "New World." They were accompanied by, and under direction of Peter Minuit, a Hollander, formerly actively employed in this country, in the service of the Dutch West India Company. After a tedious voyage, (voyages at that time not unfrequently occupying six months,) they reached the mouth of the Delaware Bay, and on entering inside the Capes, coasted up the South River (then so called) to the mouth of the Minquas or Suspecough (Christiana) River, which they ascended about three miles, and selected a site, called by the Indians Hopohaccan, for their infant settlement. The commanding appearance which it

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presented from the river Delaware, no doubt led them to decide upon this beautiful spot. It is that on which Wilmington now stands. According to the best authorities, their landing occurred in May, 1638. Having purchased from the Indians a grant of all the land from Cape Henlopen to Santickan (the Falls at Trenton), they commenced constructing a fort, which they named in honor of their queen, Fort Christina, and the village back of it, Christinaham, styling the country, Nya Sweriga, (New Sweden.) The purchase they had made was, however, claimed by the Dutch; and Kieft, the Governor of New Netherlands, immediately upon hearing of their arrival, issued a threatening protest, warning them to desist from their attempted settlement. To this protest, Minuit made no reply, and the colonists, regardless of the Dutch claim, continued quietly to establish themselves in their new-found home. About 1641, Minuit died, and was succeeded by Peter Hollendare, who returned to Sweden in 1642, when John Printz was sent over as Governor. He arrived in February, 1643, bringing with him three ships and a large accession of colonists. He established himself on Tinicum Island, and made many improvements on it with the intention of making it the site of the metropolis of New Sweden.

During the Printz administration, the Dutch lost no opportunity of prosecuting their claim to the territory on both sides of the river Delaware, a claim based upon the right of discovery, prior settlement, and cession from the Indians, but their manifestoes and protests on this subject fell upon the ears of the Swedes unheeded. The Dutch had a fort below Philadelphia, on the eastern shore of the river, called Fort Nassau; and in 1651, they built Fort Cassimer, now New Castle. Printz, in the mean time, with characteristic energy, increased the forts and armaments of the Swedes until they exceeded the Dutch in number and force. Matters were in this position when Printz returned to Sweden, in 1653, leaving the government in the hands of John Pappegoia. As a governor, Printz was "energetic, bold, arbitrary and persevering," and seems to have exercised his authority with a degree of rigor which rendered him quite unpopular, prior to his departure. Pappegoia had ruled but a short time, when he was succeeded by John Claudius Rysingh, sent over by the

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home government, in 1654, for that purpose. The rivalry and ill-feeling engendered by the adverse nature of the two claims had gradually deepened, without absolute hostilities, until the advent of Rysingh, whose first act was the capture of Fort Cassimer, May, 1654, before he had reached his destination at Fort Christina. After this event, an ominous quiet existed for a short time, which was but a prelude to the coming storm; for, while it served to lull the Swedes into fancied security, the Dutch, under its cover, were preparing for the annihilation of the Swedish colonies. For this purpose they fitted out in New Amsterdam (New York) an armed expedition under Governor Stuyvesant, consisting of seven ships and about seven hundred men, which sailed up the Delaware, and invested Fort Christina. To resist such a force, the Swedes were powerless; and, on the fifteenth day of September, 1655, the fort capitulated, and with its surrender Swedish dominion terminated in this country.

The Swedish colonists are generally conceded to have been fully equal, if not superior, physically and mentally, to any of the early settlers, and to have exceeded them in piety, peaceableness and good government. They maintained the most amicable relations with the Indians, who styled them "good friends." As colonists, they were superior to their rivals, the Dutch; as they were seeking "a home in the wilderness," while the latter were, properly speaking, mere traders, taking no interest in the country, except as a means of procuring wealth.

With the change of masters came a change of names, and Christinaham became Altona. The Dutch were not destined to control the colonies long; for new and powerful rivals soon arose, with whom they could not cope successfully; and, following the capitulation of New Amsterdam to the English, came the surrender of the Dutch possessions on the Delaware, in October, 1664. They were recaptured by the Dutch during the war between the two nations, in 1673, and returned by treaty to the English, in 1674. During these changes but little was done to promote the prosperity of the colony, save that performed by the energy and industry of the Swedish stock. In fact, the settlers suffered severely for want of the actual necessaries of life, with other misfortunes entailed upon them by the mismanage-

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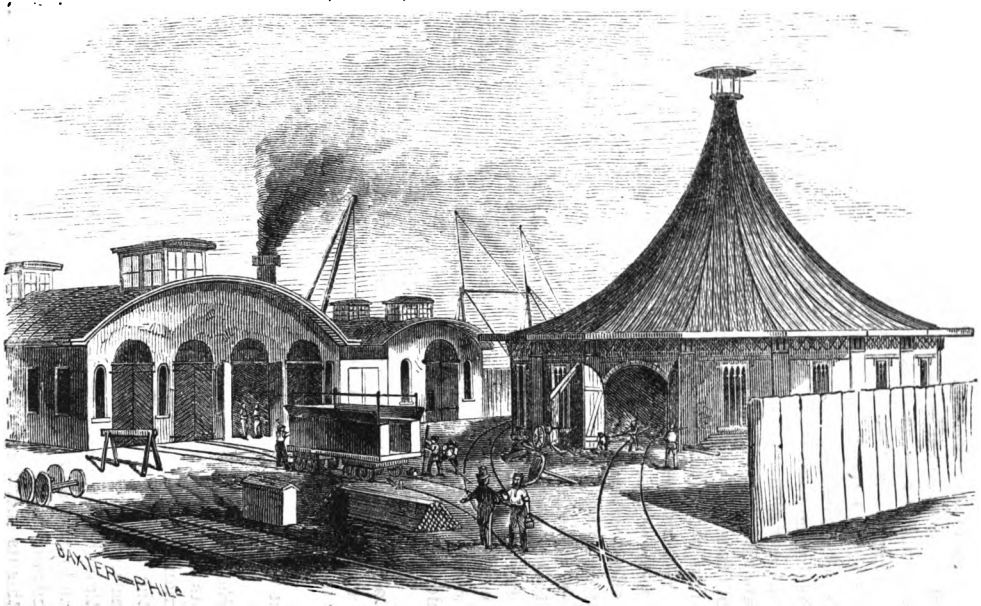
ment of a careless and ignorant government. It is a matter of no surprise, then, that on the arrival of William Penn, in 1682, he was welcomed with enthusiasm by the Swedes, as the precursor of a new era in the history of the colony.

During the first occupation of the Delaware colonies by the English, Francis Lovelace, Governor-General of the Duke of York's possessions, granted (about 1671) the ground on which Wilmington now stands to John Andersen and Tymen Stidham; but a regular town does not seem to have been planned until about 1731, when a portion of the grant came into the possession of Thomas Willing. This gentleman laid out his tract upon the plan of Philadelphia, and it received the name of Willingtown, and contained, in 1735, about twenty buildings. At this time William Shipley became interested in it, and the effects of his influence, wealth and enterprise, soon became apparent. In 1739 it was first chartered by George II., and then contained about one hundred and twenty houses, with a population of six hundred persons. During this year the foundation of ship-building, afterwards carried on extensively, was laid by the construction of the brig Wilmington, which was also the pioneer in the foreign trade of the port, destined to become by no means inconsiderable.

In 1777, immediately after the battle of Brandywine, Wilmington was occupied by the British. Dr. James McKinley, Governor of Delaware, was taken prisoner, and a large amount of stores and provisions was seized. In 1809, it was chartered by the Legislature as the "Borough of Wilmington;" and in 1832, it was incorporated as the City of Wilmington.

In 1837, Wilmington was connected with Philadelphia and Baltimore, by the present line of Railroad. This has promoted its prosperity, by increasing its business facilities, developing its manufacturing establishments, furnishing additional outlets for the agricultural districts which surround it, and rendering it easily accessible from the two great cities on either side; and last, though not least, by the encouragement accorded to its merchants and manufacturers, and the employment of a large number of its citizens in the different departments of the Railroad, which makes this its operating centre, east of the Susquehanna River. That

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ENGINE HOUSE AND MACHINE SHOPS, WILMINGTON.

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the advantages it has enjoyed since the opening of the Railroad have promoted its growth with astonishing rapidity, is evident from a comparison of its progress in population. In 1780, the inhabitants numbered 1,500; in 1793, 2,560; 1800, 3,000; 1820, 5,268; 1830, 6,628; 1837, 7,850; 1840, 8,367; 1845, 10,639; 1850, 13,979; 1855, 18,000. These figures show a population of 7,850 persons for the two hundred years preceding the completion of the Railroad, and an increase of over 10,000 since that time. This rapid gain is a matter of but little surprise; as, in addition to the facilities afforded by so desirable a connection, a large number of the citizens are employed by the Company, and purchases are here made by it, collectively amounting to several hundred thousand dollars annually. This liberal expenditure, divided among the merchants, manufacturers, mechanics and laborers of a place no larger than Wilmington, cannot but promote its prosperity.

The buildings connected with the operations of the Company here, are a spacious engine house, and machine, blacksmith, boiler, car, and paint shops, a view of a portion of which we present.

Wilmington enjoys the advantage of a most eligible site; having, upon the southern side, a navigable stream, readily available for commercial purposes, and upon its northern and eastern boundary, a creek of such dimensions and of such rapid fall, as to furnish ample water power for mills and manufactories. The centre of the city, having an elevation of about a hundred and twenty feet above tide water, and this being surrounded by gentle slopes leading to the Christina and Brandywine, presents a beautiful appearance when viewed from a distance, and the easy grades and regularity of the streets add much to its attractions, while promoting at the same time, the cleanliness and health of the place. In this latter respect, Wilmington has few equals. Its elevated position also commands a fine view; a panoramic picture of farms, villas, woodland, river and bay being visible from the houses in the higher portion of the city.

The manufacturers and mechanics of Wilmington, by their skill and the extent of their operations, have established a justly deserved reputation. Its vessels, engines, and iron steamboats, are favorably and widely known. The patent car wheels of the

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Messrs. Bush & Lobdell are found on various railroads throughout the Union. The flour mills of the Brandywine annually convert into flour about 1,000,000 bushels of grain. The powder mills of the Messrs. Dupont, upon the Brandywine, furnish an article of this kind altogether unsurpassed. In fact, we might allude to almost every branch of manufacturing, as being in successful operation, but we will only add, that it needs but the unremitting energy, industry, and enterprise of its citizens, to make the past but a feeble indication of the prosperous future.

We will close our sketch of Wilmington, by giving the location of some of its prominent hotels, churches, banks, &c.

Hotels.—Buck Hotel, corner of Market and Front streets; Delaware House, No. 145 Market street; Indian Queen Hotel, corner of Market and Fifth streets; United States Hotel, corner of Water and French streets; Washington Hotel, Market street above Second.

In addition to these there are: The American—Black Horse—Bull's Head—City—Eagle—Indian King—Lafayette—Sorrel Horse—Steamboat and Railroad—Stranger's Home—Swan—Temperance and Wilmington Hotels.

Churches.—Protestant Episcopal—Trinity(old Swedes)Church, Seventh street below Church; St. Andrew's Church, corner of Shipley and Eighth streets; Trinity Chapel, corner of King and Fifth streets.

Methodist—Asbury Church, Walnut street above Second; St. Paul's Church, Market street above Seventh; Union Church, Second street near West.

Baptist—First Church, King street above Tenth; Second Church, corner of Fourth and French streets.

Presbyterian—First Church, Market street above Ninth; Second Church, corner of King and Sixth streets; Third Church, corner of Fifth and Walnut streets.

Catholic—St. Peter's Church, corner of West and Sixth streets.

German Lutheran—in Central Hall, King and Fourth streets.

Friends' Meeting Houses—West street above Fourth, and corner of Tatnall and Ninth streets.

African—Zion Church, corner of French and Ninth streets; Union Methodist Church, French street above Eighth; Wes-

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leyan Church, Second street near Tatnall; Union Church, Poplar street above Fifth; Bethel Church, corner of Walnut and Sixth streets.

Banks and Insurance Companies.—Bank of Delaware, incorporated in 1796, capital $110,000; Bank of Wilmington and Brandywine, incorporated 1812, capital $200,000; Farmers' Bank (branch), incorporated 1817, capital $150,000; Union Bank of Delaware, incorporated 1839, capital $300,000; Mechanics' Bank, incorporated 1855, capital $200,000; Wilmington Savings Fund, incorporated 1832.

Delaware Fire Insurance Company, incorporated 1828, capital $100,000; Farmers' Mutual Insurance Company of the State of Delaware, incorporated 1847; New Castle Mutual Insurance Company, incorporated 1849.

Schools, &c.—The Public Schools are six in number, and accommodate about 1500 scholars. They are under the supervision of fifteen Commissioners, and are very judiciously conducted.

The most prominent private educational institutions are:—St. Mary's College, Delaware Avenue and Madison street; Wesleyan Female Collegiate Institute, French above Sixth street; Hannah Moore Academy, Eighth and West streets; Hyatt and Travis' Boarding School, Tatnall and Ninth streets; T. M. Canns' Boarding School, King above Sixth street; Friends' Day School, West above Fourth street.

Newspapers.—Delaware Gazette (biweekly), C. P. Johnson, editor and proprietor; Delaware State Journal (biweekly), Henry Eckel, editor—Eckel and Co., proprietors; Delaware Republican (biweekly), G. W. Vernon, editor and proprietor.

Stage Lines.—From Wilmington to Talleysville, 3 miles; Dilworthtown, 12 miles; Darlington Corner, 13 miles; West Chester, 17 miles.

From Wilmington to Centreville, 6 miles; Pennsville, 9 miles; Hamerton, 10 miles; Kennet Square, 14 miles; Unionville, 18 miles.

From Wilmington to Loveville, 6 miles; New Garden, 12 miles; Avondale, 15 miles; Chatham, 18 miles; Cochranville, 22 miles.

The City Government consists of a Mayor, Alderman, Trea-

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surer, City Council, Solicitor, Register, Commissioner, Board of Health, Police and Educational Department, Courts and subordinate officers.

Water Works.—These works, constructed in 1827-'28, consist of the necessary buildings and machinery—located on the Brandywine—for forcing the water, and basins elevated one hundred and twenty feet above tide water, occupying the square of ground bounded by Market, King, Tenth, and Eleventh streets. In 1855 a Cornish engine, built by Messrs. Betts, Pusey & Co., was brought into use. It is capable of forcing into the basins 60,000 gallons of water per hour. The whole cost of the works was about $175,000.

Gas Works.—The Wilmington Coal Gas Company, chartered in 1850, with a capital of $120,000, furnish an ample supply of superior gas on reasonable terms. They have at present about nine miles of street pipes laid.

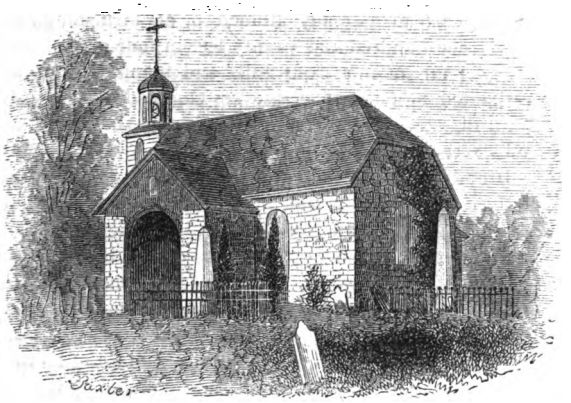
On leaving the Passenger Station at Wilmington, the cars pass the Freight Station of the Company on the left, extensive machine shops, foundries and ship yards on the right, and in a few moments we see upon the same side of the road

The Old Swedes' Church.—This venerable building is the most prominent memorial of the first colony at Christina now in existence—being in fact almost the only one. The Swedes' fortifications and dwellings have passed away with their builders, their descendants have forsaken the customs and forgotten the language of their fathers, and the old church stands a solitary monument of an almost forgotten people. Surrounding it, is the old churchyard, where

> "Each in his narrow cell, forever laid,
> The rude forefathers of the hamlet sleep,"

mingling their dust with that of more recent generations. The rude, time-worn stones, whose nearly obliterated inscriptions date almost a century and a half ago—serving to mark the resting place of the former—contrast strangely with the more modern and pretentious marble monuments reared over the graves of the latter. The corner-stone of this temple was laid on the

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OLD SWEDES' CHURCH.

28th day of May, 1698, by the Rev. Ericus Biorck, through whose activity and energy the edifice was erected. It was formally dedicated on Trinity Sunday, May, 1699; and was named Trinity Church. Most of the churches built by the early settlers in each of the colonies being of perishable materials, they have long since disappeared, and the "Old Swedes'" is now among the oldest, if not quite the oldest, house of Christian worship in the country. It is to be hoped that the citizens of Wilmington, to whose care this valuable heir-loom is intrusted, will continue to protect it as far as possible from the ravages of time.

"They are all passing from the land,
Those churches old and gray,
In which our fathers used to stand,
In years gone by, to pray."

We now approach the Brandywine Creek, crossed by the Railroad upon a covered truss bridge, four hundred and forty feet long, in which a draw permits the passage of vessels. According to tradition, the Brandywine (called by the Swedes, Fishkill) received its present name from the Dutch, in consequence of a vessel laden with brandy having been wrecked in its waters.

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This is the stream already alluded to, as furnishing, from its great fall (one hundred and twenty feet in four miles), abundant water power for the numerous mills and manufactories upon it. The estimated number of employees engaged in these establishments, all of which are within five miles of the city, is between five and six thousand.

The Brandywine, however, enjoys a celebrity far beyond that which it may derive from the industrial pursuits enlivening its banks. This greater fame results from its having been the scene of one of the most important struggles of the Revolution.

The Battle of Brandywine.—On abandoning his position at Red Clay Creek, Washington fell back on the Brandywine at Chad's Ford, about nine miles above Wilmington, around which he arranged his army. The centre, under Washington himself, was posted on the heights near the ford, and commanding it; Greene's division directly east of it, and Wayne's division immediately above it. The right wing, under command of General Sullivan, extended some distance up the stream. General Armstrong, with the left wing, was posted two miles below, and General Maxwell, with about a thousand light infantry troops, occupied a position a mile west of the ford.

About daybreak, on the morning of the 11th of September, 1777, the British van, numbering about 5,000 men under Generals Knyphausen and Grant, advanced directly upon the ford. On discovering Maxwell, a strong force was detailed to dislodge his division. The contest was protracted and obstinate, and Maxwell succeeded in driving the enemy back upon the main body with severe loss. The British detachment then made a movement to outflank him, to avoid which he was compelled to retreat across the stream, after which a heavy cannonade was opened upon the Americans, Proctor's artillery replying with spirit.

The attack of Knyphausen's division proved to be a feint to cover the movements of Lord Cornwallis, who, accompanied by Lord Howe, marched up the Brandywine several miles, crossed it, and succeeded by his rapid movements in outflanking Sullivan, the latter being misled as to the enemy's movements by contradictory reports. Cornwallis attacked him before his command was formed for battle. The Americans resisted the furious onset

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of the British with indomitable courage. Charge after charge was repelled, but still, in overwhelming numbers, the enemy rushed on. The right wing borne down, gave way, and the left, under the immediate command of Sullivan, soon followed. After striving in vain to rally these, Sullivan joined the centre, which, under General Stirling, still stood unshaken amid the awful carnage. The wide gaps swept through it by the incessant discharges of artillery, were promptly filled up—the furious charges of the cavalry were firmly met and repelled—but not until the British army hurled itself *en masse* upon the devoted column, did it waver. Resistance was then useless: it broke, and the soldiers joined their retreating comrades. Gen. Lafayette, while on foot, attempting to rally them, was severely wounded; two of Sullivan's aids were killed in the same effort, and the whole division was compelled to fly, until it met the forces sent to its assistance.

In the mean time, Washington, on receiving intelligence of the approach of Cornwallis, advanced with Green's division to Sullivan's support; and when he heard the cannonading, Weedon's brigade was pushed forward with such celerity, that a march of four miles was accomplished in forty minutes. It met the flying troops, and covering their retreat, kept the British in check, until, arriving at a narrow defile, Greene changed his front, and by skill and bravery arrested their progress. In this position, as night was fast approaching, they encamped.

On hearing the sound of the battle, Knyphausen endeavored to cross the ford. This movement was successfully resisted by the gallantry of the troops under Wayne, until intelligence of the defeat of Sullivan was received, when a disorderly retreat took place. During the night, the whole army retreated to Chester, leaving the field in the possession of the British; and the next day, the retreat was continued to Germantown. The British loss in this action was about eight hundred; that of the Americans, about twelve hundred.

After the battle, a touching incident is said to have occurred, of which the following is the history:

"A beautiful girl named Mary Harvey, loved a young patriot soldier by the name of Seymour. Her father was wealthy; the

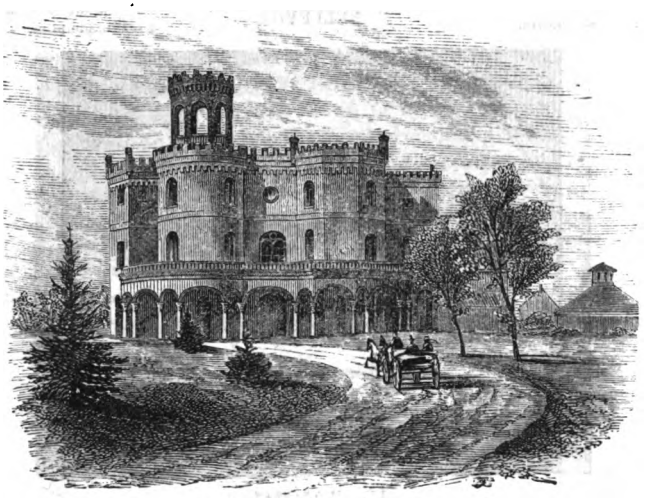
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young man was poor. They were not allowed to marry; and young Seymour, determined to distinguish himself, went to South Carolina, and was in the severe battle at Sullivan's Island. He afterwards joined the army under Washington, and commanded a company in the battle of Brandywine. After the battle, he obtained leave of absence for three days, and repaired to the house of Harvey, near by. The parents consented to the marriage, and the nuptials were celebrated. The friends of the parties were assembled under the trees in social festivity, when two soldiers from the British army approached, and attempted to make Seymour their prisoner. A contest ensued, in which the bride was killed by a bayonet thrust. The friends that smiled upon her in the morning as a bride, wept over her ere night as a corpse."

Between Wilmington and the next Railroad station, there is but little to interest the traveller. The land on the right, between the Railroad and the Delaware River, two miles distant, is level; offering but little to please the eye, but abounding in extensive and fertile meadows, which are readily made available for dairy farms. The country on the left is more undulating, a series of hills of gentle slope extending in the same direction as the river, and approaching near the Railroad, until it passes Chester. The sides and summit of this chain being of easy access, remarkably healthy, quite fertile, and commanding charming views, offer the fairest sites for villas and country-seats in the vicinity of Philadelphia, and the attention of many of its citizens is now directed thitherward, as the new and handsome buildings which will soon meet the eye as we progress on our journey, will amply testify.

Five miles from Wilmington, upon the left, at the distance of three-quarters of a mile, we see Woolton Hall, the residence of Hauson Robinson, Esq., a spacious stone edifice, covered with mastic, built in the Norman style of architecture, and castellated. It was completed in 1855. The main building is forty-nine feet by forty-eight; extreme length, ninety-one feet. A circular piazza and portico extends around three sides of it, with a covered carriage way connected with the rear entrance. The interior combines novelty, elegance, and convenience. every modern improvement having been introduced in its construction. It is located

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WOOLTON HALL.

in the centre of an extensive lawn, sloping in different directions, and elevated three hundred feet above the river. The view it commands is a magnificent one, embracing territory in three states, and more than twice as many counties, comprising every variety of scenery. The chain of hills which skirt the river Delaware, lie in charming confusion around it, their sides bedecked with forest and field, mansion and cottage. On the opposite shore, the level plains of New Jersey are seen, bordered by hills, dim and blue in the distance. On the one side, or northward, the Delaware River stretches far away, until its silver thread, more and more attenuated, is lost in the distance; while on the other, or southern direction, the river widens, and parts with its identity in the placid waters and broad expanse of the Delaware Bay.

At the foot of the hill upon which Woolton Hall is situated, and directly between it and the Railroad, stands a depot, called

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75 Miles from Baltimore. **BELLEVUE.** Miles to Philadelphia. 23



BELLEVUE STATION.

There is no village at Bellevue; the station (a neat one of brick, at which accommodation trains stop) having been built for the convenience of residents in the vicinity.

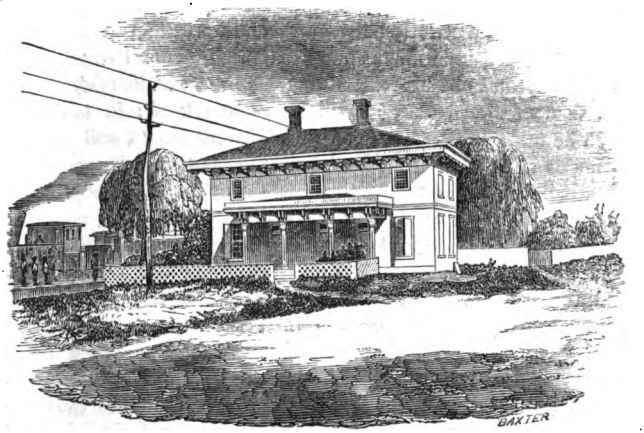
A short distance east of the station, the railroad crosses a small stream on a trestle bridge, sixty feet in length.

Upon our left, we now have the Delaware River, bearing upon its broad bosom vessels laden with the commercial tributes of every land, to be poured into the lap of Philadelphia, which, in return, freights them for a downward trip with the richest of her stores.

78 Miles from Baltimore. **CLAYMONT.** Miles to Philadelphia. 20

This place was known, until within a short time, by the title of Naaman's Creek; a name derived from an old Indian chief, and orator of the Minquas tribe, celebrated in the early history of the settlements on the Delaware River. Campanius gives the following account of a treaty at which Naaman was present, during Rysingh's administration:

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STATION AT CLAYMONT.

"Rysingh immediately offered to the English, Dutch, and Indians to renew their former friendship. On the 17th of June (1654), a meeting was held at Printz Hall, on Tinicum Island, of ten Indian sachems, or chiefs, and there a talk was made to them, in which it was offered, on behalf of the great Queen of Sweden, to renew the ancient league and friendship that subsisted between them and the Swedes, who had purchased of them the lands which they occupied. The Indians complained that the Swedes had brought much evil upon them, for many of them had died since their coming into the country. Considerable presents were made and distributed among them, on which they went out and conferred among themselves, and then returned; and one of their chiefs, named Naaman, made a speech, in which he rebuked the rest for having spoken evil of the Swedes, and done them an injury, and told them he hoped they would do so no more, for the Swedes were a very good people. 'Look,' said he, pointing to the presents, 'and see what they have brought us, for which they desire our friendship.' So saying, he stroked himself three times down his arm, which among the Indians is a token of friendship; afterwards, he thanked the Swedes on behalf of his people, for

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the presents they had received, and said that friendship should be observed more strictly between them, than it had been before; that the Swedes and Indians had been, in Governor Printz's time, as one body and one heart, (striking his breast as he spoke,) and that thenceforward they should be as one head; in token of which he took hold of his head with both his hands, and made a motion as if he were tying a strong knot, and then he made this comparison: that, as the calabash was round without any crack, so they should be a compact body without any fissure: and that if any one should attempt to do any harm to the Indians, the Swedes should immediateiy inform them of it; and, on the other hand, the Indians would give immediate notice to the Christians of any plot against them, even if it were the middle of the night. * * * The treaty of friendship which was then made between the Swedes and the Indians has ever since been faithfully observed on both sides." It is easy to conceive that the greeting of Naaman to the "pale face" was similar to that of Hiawatha:

> "Beautiful is the sun, O strangers,
> When you come so far to see us!
> All our town in peace awaits you,
> All our doors stand open for you;
> You shall enter all our wigwams,
> For the heart's right hand we give you."

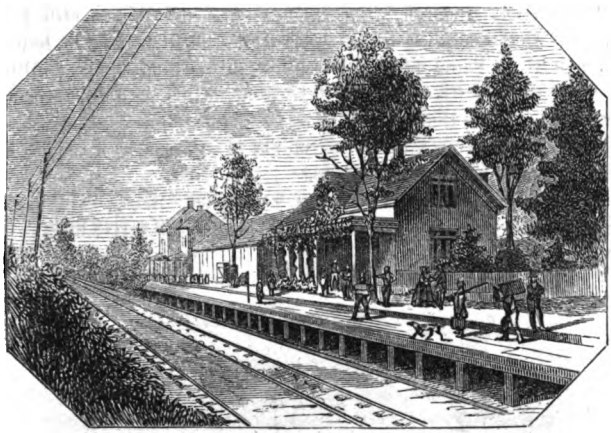
The village of Claymont, or Naaman's Creek, is situated to the right of the railroad, on the Delaware River, at the mouth of Naaman's Creek, proper. Though quite ancient, and enjoying a favorable location, it is as yet but a small village—its proximity to more populous places doubtless retarding its growth, as it possesses no peculiar advantages to counteract their influence or give it an impetus.

Shortly after leaving the station, we pass over Naaman's Creek (an inconsiderable stream), and a few rods from its banks we cross the line marking the boundary of the States of Delaware and Pennsylvania. Having accompanied the traveller across a portion of Maryland, and traversed the extreme width of the "Diamond State," we will now introduce to his notice, while continuing our journey, some of the original settlements

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in the "Keystone." First among these, and but two miles distant from Claymont, is

80 Miles from Baltimore. **MARCUS HOOK.** Miles to Philadelphia. 18



STATION AT MARCUS HOOK.

This place derived its name from a prominent Indian sachem, named Maarte, whose residence was upon "the hook," or point of land upon which the town now stands. Hence, the name originally was Maarte-Hook, then by corruption Marrites Hoeck, now Marcus Hook.

The site of the town was granted, by Swedish patent, August 20th, 1653, to Captain John Amundson Besk, for "his past faithful services, and promises for the future." It was again granted, by patent, from Edmund Andross, March 28th, 1676, to Charles Jansen, Oole Raessen, Hans Oolsen, Oole Neelsen, Hans Hofman and Jan Hendricksen. On the 20th of April, 1682, Governor Markham, at the request of the inhabitants, changed the name of the settlement to Chichester, now the name of the township in which it is located, but this name has never been applied to the village by popular consent.

Marcus Hook is very pleasantly situated on the Delaware

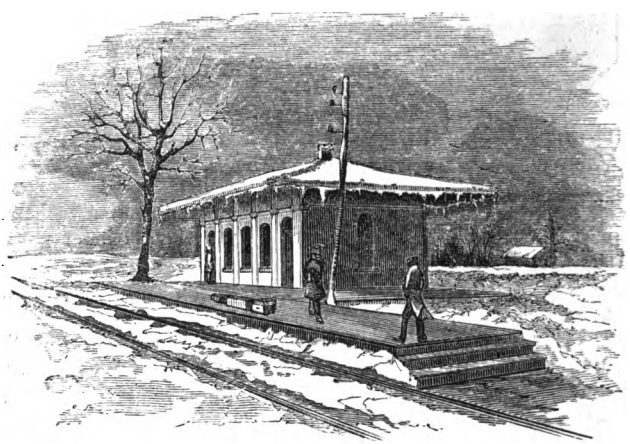
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River, and has a fine water front. Its growth has been heretofore very slow, but quite recently a new impetus seems to have been given to it, and its population now numbers about 600, and is rapidly increasing.

The country through which the traveller now passes still partakes of that commingling of beauty and utility we have before alluded to as being characteristic of this region. The fertility of the soil, and its peculiarly favorable nature and location for pasturing cattle, render it very available for dairy farms, which are quite numerous, and the products of which find a ready and profitable market in Philadelphia.

Crossing Chichester Creek on a wooden "deck" bridge one hundred and forty feet long, the next station we arrive at is

82 Miles from Baltimore. **THURLOW'S.** Miles to Philadelphia. 16



STATION AT THURLOW'S.

This neat station, erected to accommodate local travel from this vicinity, receives its name from a resident in the immediate neighborhood.

The avenue leading from the station northward, indicates the direction of the residence of Samuel M. Felton, Esq.; a neat

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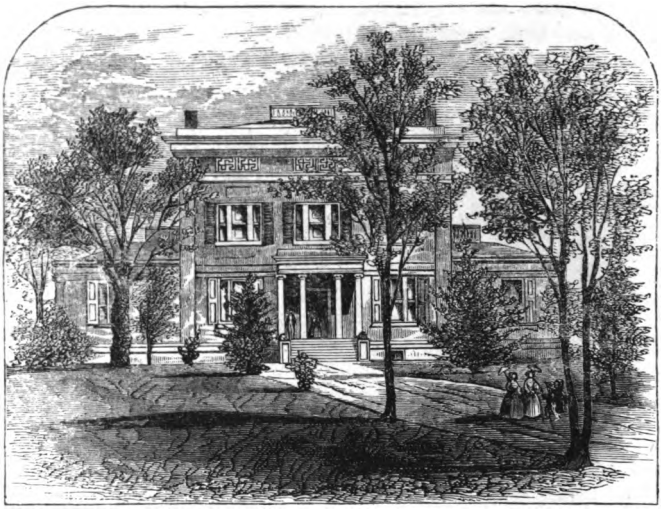


THE RESIDENCE OF S. M. FELTON, ESQ.

and commodious mansion, presenting more attractions in its internal arrangement, than in its architectural features; it being an adaptation of an old homestead to modern use. It occupies an elevated position, and commands a fine and varied prospect. The farm which surrounds it is in a high state of cultivation—its present owner having introduced scientific agriculture with eminent success.

The railroad passes directly in the rear of Kenilworth, the residence of William Young, M. D., a neat villa built in the Italian style, fronting the Delaware. It is quite spacious, and its neat and cheerful aspect commands admiration. It is surrounded by numerous trees of various species, both native and foreign, and the grounds are laid out with a degree of taste quite commendable. Beauty and a picturesque air are given them by the introduction of miniature lakes, cascades, sparkling fountains and ornamental outhouses, interspersed with choice evergreen shrubbery, and a profusion of flowers of great variety and exquisite perfume. In the view from the villa front, the Delaware River occupies a prominent position, with the various craft flitting to and fro upon its surface, from the fleet yacht staggering under a cloud of canvas, with grace in its every

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KENILWORTH.

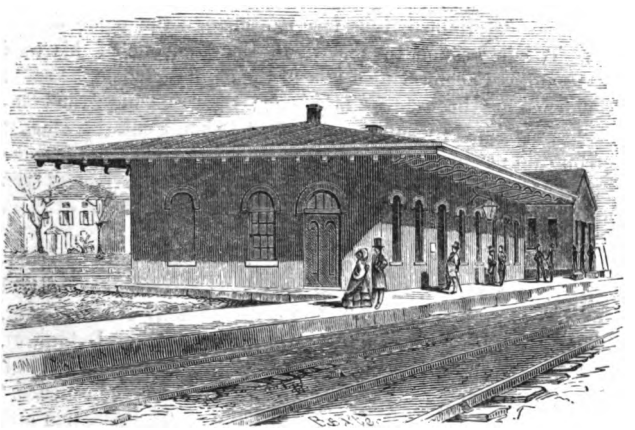
motion, as it obeys the changing breeze, to the black hull, naked masts, and business-like aspect of the steamer, as it is driven along regardless of wind or current.

On each side of the Railroad we now observe private residences, varied in style, from the capacious and comfortable, but unpretending homestead of the farmer, almost overshadowed (according to the old style) by the barn, to the *cottage ornée* of "the citizen who affects the country," surrounded by ornamental buildings, shrubbery, and a blooming parterre. In a few minutes' ride, we have a portion of "Old Chester" upon our right; and prominent among its buildings, stand the Public School and the Crozer Academy. Crossing Chester Creek upon a covered truss bridge, one hundred and sixty feet in length, the train stops at the passenger station at

84 Miles from Baltimore. **CHESTER.** Miles to Philadelphia. 14

The precise time when the Swedes first settled at Chester is uncertain. In 1648, however, mention is made in the histories

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STATIONS AT CHESTER.

of that day, of their having a settlement at Upland, the name they substituted for the Indian title of Mecoponaca; and it appears, from the frequent recurrence of the former name in the Swedish annals, to have been an important portion of their colony. It attracted the attention of the Friends, in their early immigration, and in 1675, they held meetings here; these being the first religious assemblages which this sect held in Pennsylvania. The important relations of Upland during the Swedish, Dutch, and English administrations, together with the favorable reports of it from Friends established there, no doubt operated upon the mind of Penn, and led him to contemplate locating the "great town," the plan of which he was then maturing, at this place; for, in his instructions to his commissioners, dated September 30th, 1681, he directs "that the rivers and creeks be sounded on my side of the river, especially Upland; in order to settle a great town." After receiving formal possession at New Castle, he landed here, in November, 1682. A holly still marks the spot of his landing, on the bank of the Delaware River, south of Chester Creek. On his arrival, he changed the name of the place—an incident thus related by Clarkson: "This was a mem-

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orable event, and to be distinguished by some marked circumstance; he determined, therefore, to change the name of the place. Turning round to his friend Pearson, one of his own society who had accompanied him in the ship Welcome, he said: 'Providence has brought us here safe; thou hast been the companion of my perils; what wilt thou that I should call this place?' Pearson said: 'Chester, in remembrance of the city from whence I came.' Penn replied that it should be called Chester, and that when he divided the land into counties, he would call one of them by the same name also."

Here he convened his first assembly, on the 4th day of December, 1682. This body, though in session but three days, settled the necessary preliminaries for the gigantic colony contemplated, annexed the three lower counties (now the State of Delaware), passed the "act of settlement," and the "great law" or body of laws, so celebrated for its provision for "liberty of conscience."



THE OLD COURT-HOUSE.

The selection and occupation of Philadelphia as the site of the "great town" contemplated, deprived Chester of its importance, and it was soon overshadowed by its more successful rival.

The Dutch established courts here in September, 1672, which were confirmed and continued by authority of Governor Andross, in 1676. The records of these

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courts are still in existence, and date back to about the period specified. The Court-House, of which we present a view as it now appears, was erected in 1724. In 1786, the county-seat was removed to West Chester, amid much excitement, and the county buildings sold. In 1789, the county was divided, and the present Delaware County was formed. Chester was created the county-seat, and the buildings repurchased. In 1851, the county-seat was removed to Media.

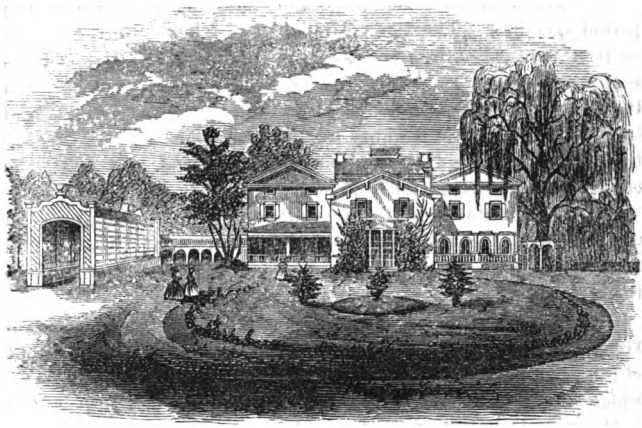
Prior to the Battle of Brandywine, a portion of the American army crossed the Delaware from New Jersey at Chester, and joined the main body. When defeated, the army retreated to this place, and here passed the night.

Chester is situated at the mouth of Chester Creek, and is divided by that stream. The water in the Delaware River in front of the town is of sufficient depth to float the largest vessels, from which fact Chester derived considerable commercial importance in the early history of the colonies, but the proximity of the great mart of Philadelphia, has marred its prospects. The old-fashioned buildings still standing after more than a century, with their "hipped roofs," singular cornices, quaint gables, and mottled bricks, give a venerable appearance to portions of Chester, while the more modern structures interspersed among them, present, in some places, quite a ludicrous contrast. The portion of the town lying north of the Railroad, is of quite recent creation, having sprung up within a very few years to meet the demand of a population increasing rapidly under the influence of the facilities afforded by the Railroad. In 1837, or about the time of the completion of this work, the number of inhabitants was less than 1000, while at present, it is estimated at about 2500.

Chester contains an Episcopal, Presbyterian, Methodist, Catholic, and two African churches, and a Friends' meeting house. The only newspaper published there is the Delaware County Republican, Y. T. Walter, editor, which is liberally supported.

Aston Ridge Seminary.—This educational institution for young ladies, located near Village Green, about six miles from Chester, in a north-western direction, was established in 1847, by the Rev. B. S. Huntington, A. M. The situation commands a

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ASTON RIDGE SEMINARY.

prospect of thirty miles in extent, embracing the river Delaware, a long line of hills beyond it, dim and blue in the distance, with intervening hill and dale, forest, village, and field, all combining to form a scene of tranquil beauty, rarely surpassed. The buildings are new, commodious, and convenient, and occupy a very healthy location. The seminary has already established a wide-spread reputation for "a combination of advantages, physical, mental, and religious, such as few similar institutions can present," and is liberally patronized by pupils from various portions of the Union.

St. Tammany.—Between 1690 and 1700, the name of "King Taminent," or "the great sachem Taminend," is found appended to some of the grants of land upon the Delaware, made by the Indians to William Penn. As this chief was afterwards canonized as St. Tammany, and frequent mention is made of him in connection with early settlements in this vicinity, he deserves a passing notice. The enthusiastic Heckewelder says of him: "He was an ancient Delaware chief, who never had his equal. He was in the highest degree endowed with wisdom, virtue, prudence, charity, affability, meekness, hospitality—in short, with

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every good and noble qualification that a human being may possess."

That he was beloved by the Indians, and that his name lived among them for a century after his death, are matters of history:—that he was highly esteemed by the whites, is equally so. Tradition says his remains repose near Doylestown, Pennsylvania. During the revolutionary war his admirers constituted him the patron saint of America; and he has since been known as St. Tammany. The first of May was long celebrated as his festival day. The ceremonies usually consisted of a procession of his votaries, wearing buck tails in their hats, who proceeded to their "wigwam" in the country, held "talks," smoked the "calumet," and "danced," in honor of the occasion. These celebrations have ceased; but the name of St. Tammany is still well known in Philadelphia and New York.

A short distance above Chester, the railroad crosses Ridley Creek, upon an open truss bridge, having a pivot draw of two spans, each forty-one feet, permitting the passage of vessels up or down the stream.

GUNNING ON THE DELAWARE.

The shores of the Delaware and the smaller streams which empty into it in this vicinity, are celebrated as gunning grounds during the autumn; and at that season the continuous roar of muskets may be heard, from early dawn till dark. While the Chesapeake has long been celebrated for its larger wild fowl, the Delaware has been famous for its smaller but no less highly prized Reed birds and Rail.



THE REED BIRD.

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The Reed Bird.—This litle bird, the *Emberiza Oryzivora* of ornithologists, but only known here as the Reed bird, changes its location and its name with its migrations from one extent of our country to the other. In the summer, they breed in the Northern and Eastern States, where they prey upon the grain fields, and are known as Bobolinks. About the latter end of July, and early in August, they commence making their appearance here, where, in large numbers, they seek the margins of tide-water streams, to feed upon the seeds of the "reed" or "wild oats"—*Zazania Aquatica*—which grows in great abundance upon the marshy edges of all the water courses, and is partially submerged at each flow of the tide. On this food they soon become almost incredibly fat—and, although quite small (weighing between two and three ounces), afford a choice morsel, deemed delicious even by fastidious epicures. Here they remain until the early frosts warn them to continue their migration southward; and immediately afterwards, they may be found plundering the rice plantations in the Carolinas and Georgia, where they are known as Rice Buntings. Seeking Louisiana, they become Meadow Birds; and, while wintering at the termination of their annual journey, in the West India Islands, they take the name of Butter Birds.

From their earliest appearance here, these winged wanderers are eagerly pursued by sportsmen, with guns of every description, from the silver mounted "Manton" to the rusty and battered musket. As they cling to, or rise from the reeds in countless numbers, and are visible to both eye and ear, they can be shot either from the "banks" which separate the meadows from the water courses, or from small boats pushed along the edge of the reeds. The vast multitudes killed in a season, without apparently diminishing their numbers, exceed all computation; but when a single discharge into a flock frequently brings down three or four dozen, a faint idea may be formed of the immense slaughter to which they are subjected. Within the writer's own knowledge, one hundred and thirty-one birds have been killed by the discharge of a single barrel, while statements far exceeding this are honestly circulated among the gunners, and implicitly believed. As the Reed birds are eagerly sought after in the Philadelphia market and by citi-

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zens of the vicinity, a skilful gunner can make a handsome pecuniary profit, during the season, upon his investment in powder and shot.

The Rail.—Almost simultaneously with the Reed bird comes the Rail, Sora, or Coot; *Rallus Carolinus.* The former comes to us with its lively note and still livelier manner, and is seen feeding upon the reeds with an air of cheerful industry. The latter, utterly undiscoverable to-day, is found to fill the reeds on the morrow—without any indications of how or whence it came. Secreted among the reeds, it "gives no sign" when undisturbed, and must be diligently sought by the sportsman who would find it. This sudden appearance, and its equally sudden disappearance on the approach of cold weather, can only be accounted for by the hypothesis of nocturnal migration. The Rail are larger than the Reed birds. They are not seen upon the wing, except singly, and then only when "flushed." The most successful mode of shooting them is this:—a small flat-bottomed boat, under the management of an assistant, known among the initiated as a "pusher," is propelled by means of a pole through the reeds on a flood tide. The gunner takes a standing position in the bow, with his gun in hand, ready to "take the bird" as it rises on the wing. This it invariably does on the first alarm, if close pressed; and, flying a short distance (if not shot), it drops among the reeds and cannot be "flushed" a second time. It rarely happens that two birds are "bagged" at one shot, as they are never started up in flocks; and a successful day's gunning depends upon the skill of the gunner. To some extent, it is true, success depends upon the "pusher," who must be experienced, and must know how to "flush," or start the game, and "mark," or find it when shot; both of which duties are difficult for the novice. Rail shooting, consisting as it does of killing single birds upon the wing at each shot, is considered "fair sport," and much rivalry exists and many trials of skill (decided by the return of birds at night) take place among the habitual gunners of the vicinity.

Crum Creek, the next stream, is crossed by a truss bridge with pivot draw. A short distance above the bridge, on the banks of this stream, there is a private Railroad, the pioneer of

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that kind of improvement in this country. It was constructed by Col. Leiper, in 1807, for the purpose of conveying stone from his quarries to navigable water, for shipment. Although this was really the first railway in the United States, the Quincy Road, built some twenty years afterwards, enjoys that reputation.

The elevated ground, which, since we left Wilmington, has been seen in immediate proximity to the road, on the left, now retires from the river, and, for several miles, we have on either side of us, level fields and fertile meadows, many of which would be submerged by the tide at its every recurrence, were it not for the "banks" or artificial embankments, erected to prevent its encroachments, and the "sluices," constructed in such a manner as to exclude the water on the rise of the tide, and yet permit a perfect drainage at its ebb. In the spring, sudden thaws, accompanied by heavy rains, sometimes so increase the volume of water in the Schuylkill (a large tributary of the Delaware, traversing these low grounds,) that breaches occur in the "banks" above, and the meadows are inundated, to the great injury of the farmers and dairymen, their proprietors. Several years since, these freshets were at times a serious obstruction to travel, as they submerged the track and prevented the transit of trains. This difficulty has been obviated by raising the road bed.

Darby Creek, the next stream met with on our journey, is crossed upon a covered bridge, about four hundred feet long, and, like those immediately preceding it, furnished with a draw, for the passage of small craft.

Tradition points out the land on Darby Creek, near its mouth, as having been the site of Fort Beversede, built by the Dutch, in 1633, to protect their trade with the Indians, and the existence of which was an annoyance to the Swedes.

Nearly east of the bridge, on the banks of the Delaware, may be seen a group of buildings, in front of which stands a tall flagstaff with "the ominous yellow flag" streaming from its summit, indicating a quarantine station. This is the Lazaretto, at which vessels are boarded and examined by the health officers, prior to proceeding up the river. The buildings consist of a main edifice, and two wings, one hundred and eighty feet in length, by fifty feet in depth; the Physician's residence; the Quarantine Master's

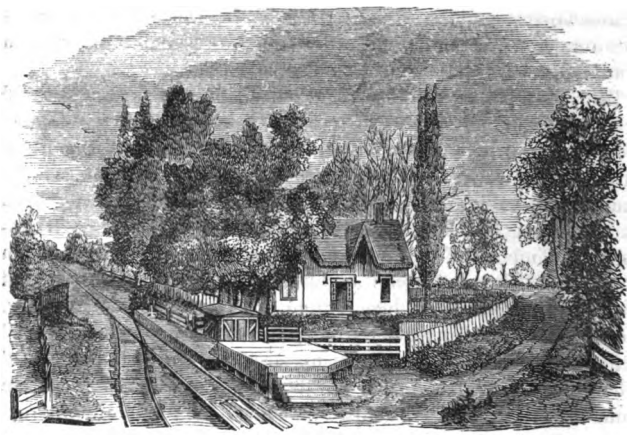
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residence; barns, outhouses, &c. These are surrounded by about twelve acres of ground. The Inspection Station of the United States Government, immediately adjoins the Lazaretto. It occupies nine acres of land, upon which are several buildings, used in connection with the business transacted there.

The grounds surrounding these establishments are separated from the main land by Darby Creek and a small stream or "bayou" (connecting at one extremity with the creek, and at the other with the Delaware), thus forming an island about three miles long, and one and a half wide, traversed by the Railroad throughout its entire length. This island is the Tenako, Mattinicum, Tenakonk, or Tinicum of early colonial history. In 1643, the Swedish Governor, Printz, selected it as the site of a fort, and here erected one of large hemlock logs, calling it Fort New Gottenberg. During that year, Queen Christina granted to "him and his heirs," "the place called Tenako," for his services, "past and future." He built a splendid mansion on the island, to which he gave the name of Printz Hall. It was surrounded by a fine orchard, ornamental grounds, and pleasure houses. With a view of centralizing the influence of the colony in this vicinity, he induced its principal inhabitants to erect dwellings, and improve plantations on and around the island, until New Gottenberg became quite an important place. In 1645, the fort, with all the buildings in it, was destroyed by fire, and the powder and stores it contained were blown up. This accident occurred through the carelessness of a servant, who fell asleep, leaving a candle burning, from which the fire was communicated. In 1646, a commodious wooden church was built here. It was consecrated by the Rev. John Campanius, on the 4th of September of that year. New Gottenberg enjoyed the dignity of being the metropolis of New Sweden for several years. In 1656, Armgard Printz, the Governor's daughter, having been previously dispossessed of her father's property, (Tinicum,) on application, had it restored to her; and during the same year, the name of the place was changed to Kattenberg, by the Dutch, into whose hands the Swedish settlements had fallen. There is an old house still standing on the island, to which tradition points as the once famous "Printz Hall."

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87 Miles from Baltimore. **LAZARETTO.** Miles to Philadelphia. 11



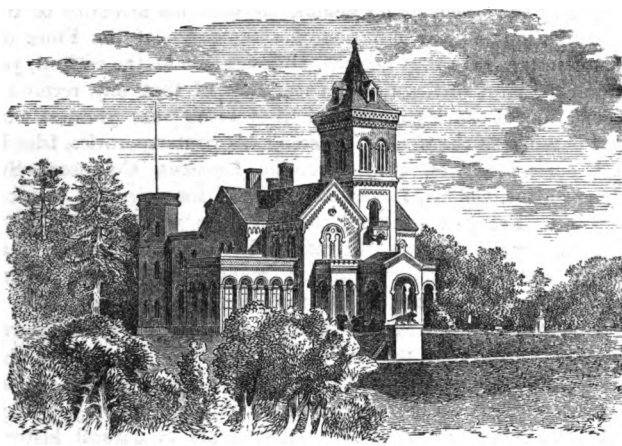
STATION AT LAZARETTO.

This is the name applied to the neat station in the vicinity of the quarantine grounds.

Shortly after passing this point, we approach the Schuylkill River, meandering through the meadows, ere it is lost in the Delaware. Across it, may be seen the towers around the gasometer of the Philadelphia Gas Works, located on Point Breeze. These, though not yet completed on the extensive plan contemplated, are in successful operation. The telescopic gas holder is one hundred and sixty feet in diameter, ninety feet high, and holds, when filled, 1,800,000 cubic feet. It is guided by twelve pentagonal iron towers. The plan provides for four retort houses: two, two hundred and fifty feet in length; and two, five hundred feet in length. But two of them are, as yet, completed. These works are connected by a main pipe, three and a quarter miles long, with those on the Schuylkill at Market street. The gasometers at this latter place, are capable of containing about 1,600,000 feet.

Our attention is next arrested by Bartram Hall, the residence

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BARTRAM HALL.

of A. M. Eastwick, Esq., which occupies an eminence on our right, overlooking the Schuylkill River. It is built in the Norman style of architecture, and is quite elaborate, both in exterior and interior decorations. The grounds which surround it have been tastefully arranged by the present proprietor of the property, and ornamented with fountains, statuary, and parterres of choice flowers, in addition to the varied and rare specimens of nature's handiwork which had been transplanted to them, during its occupancy of more than a century, by previous owners.

The beautiful site of Mr. Eastwick's villa, was originally selected and occupied by John Bartram, a member of the Society of Friends, in 1728; and about that time, he here founded the first botanical garden in North America, which was widely known for a hundred and twenty years as "Bartram's Garden."

With a limited education and means, Bartram, prompted by his ardent inclinations, amd stimulated by remarkable energy of character, surmounted the almost insuperable difficulties which then rose as a formidable barrier against scientific attainments in this young country, and, with but little aid other than that af-

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forded by the "bent of his genius," devoted his attention to the investigation and the diffusion of a knowledge of the Flora of this country. He thus became, although one of the earliest, yet one of the most distinguished naturalists of that day, receiving from Linnæus the high compliment of being "the greatest natural botanist in the world." Among his contemporaries, friends and correspondents, were Franklin, Linnæus, Collinson, Sir Hans Sloane, Colden, Logan, and most of the scientific men of the age. Franklin excepted, no American was probably more widely known among the literati of both countries, than Bartram; and from his wide-spread reputation, he received the appointment of botanist to the royal family of England, with a limited salary. During nearly half a century, his extended researches throughout the provinces, from Lake Ontario to the Gulf of Mexico, in a then almost unknown country,—the charts, surveys, and descriptions of the regions explored by him, together with the collections in various departments of natural history which he transmitted to Europe, proved a most valuable contribution to the geographical, botanical, and geological knowledge of the colonies beyond the Atlantic.



BARTRAM'S HOUSE.

The unassuming modesty and courteous manners of Bartram,—his correct principles, extensive knowledge, and ready hospitality,—made his home the resort of the savant and patriot, during the latter half of the eighteenth century. Among his familiar visitors, were Washington and Lafayette, of whom many reminiscences are preserved and narrated by his descendants. His house, "built by his own hands" in 1731, is still standing—a classic memento

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of the humble, yet distinguished philosopher—over one of the front windows of which, upon a stone set in the wall, is sculptured his religious creed, viz.:

"'Tis God alone, the Almighty Lord,
The Holy One by me adored.
JOHN BARTRAM—1770."

After passing through the walled "cut" made for the passage of the Railroad at this point, a group of rocks may be seen upon the west margin of the Schuylkill. According to tradition, Fort Grypsholm, built by Governor Printz in 1645, was located upon them. At that time, and for many years afterwards, they formed an island, which the "banks" erected in the vicinity, have since connected with the main land.

The neat obelisk upon our left, near the bridge which we are now approaching, was erected by the Company to commemorate the successful completion of that structure across the Schuylkill River. It was at the same time formally named "The Newkirk Viaduct," but it is more generally known by the popular designation of Gray's Ferry Bridge.

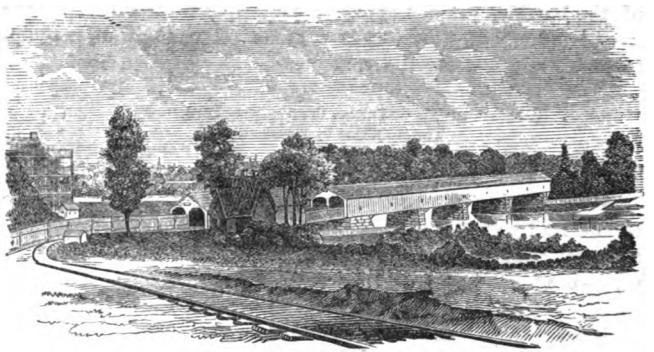


OBELISK AT GRAY'S FERRY.

Gray's Ferry derived its name from the original owners of the ferry at this point. The exact time of its establishment we cannot give, but this certainly dates more than a century back, as George Gray is mentioned as its "keeper" in 1740, when it was known as the "Lower Ferry."

Seventy years ago, the rural beauty and picturesque scenery of the west bank of the Schuylkill, in the vicinity of the ferry, with the extensive and varied prospect commanded by the cliffs there,

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BRIDGE ACROSS THE SCHUYLKILL RIVER.

attracted merited attention, and it became a place of great resort, as well as the theme of many of the "poetic contributors" to the press of that day. It will doubtless be a cause of no little gratification to the antiquarian curious in mythology, to learn that the "gods" who deserted Greece, found a "soft retreat" upon the banks of the Schuylkill. To afford this pleasure, at the same time illustrating our remarks, we reprint, from the Columbian Magazine of August, 1787, the following:—

VERSES UPON GRAY'S FERRY.

"Banish'd Parnassus and the neighb'ring plain,
Thus did the Muses to their god complain,
'A race unpolish'd has our seats possess'd,
And Greece, for arts renown'd, with force oppress'd.
Inured to spoil, they scorn the tuneful lyre,
Our sacred numbers, and our heavenly fire.
No more Anacreon's flowing numbers move,
Nor tender Sappho soothes the soul to love:
Homer neglected lies, and Pindar's flame
No hero warms, near fair Hinenus' stream.
Hear then, thou beamy pow'r, bright god of day!
Since ev'ry land lies open to thy ray,
Some soft retreat, some airy mansion choose,
And there from rage protect the injur'd muse.'
The god assents, and on the western way,
Where with a milder flame his sunbeams play,

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A winding vale, with skill divine, he forms,
Secure from summer's heat, and winter's storms;
The rocks and woods adorn its bending sides,
And Schuylkill here in gentle murmur glides:
Above the rest, two rocks of equal size,
With their aspiring fronts assail the skies;
The one ascended, yields the glorious sight,
Where Delaware and Schuylkill's streams unite;
The other, by the hand of art array'd,
Affords a mansion's shelter and a forest's shade.
Upon the rugged cliff the birds of Jove,
Bring forth the pledges of their fruitful love;
Here teach their young a bolder flight to dare,
And bear the forky thunder through the air.
Beyond these rocks, the vale obliquely bends
To where the Woodland's airy Mount descends;
There down the steep a fountain gently slides,
Or swell'd with rain, rolls on its foamy tides,
Then through the vale in wild meanders flows,
Now hides its limpid head, now kindly shows.
Oft have Diana and her virgin train,
Tir'd with the pleasures of the open plain,
In this recess their weary limbs repos'd,
And to soft winds their softer parts expos'd;
Here oft her train have round their goddess stood,
While naked she enjoy'd the silver flood;
The Paphian Queen, and all her winged loves,
For this have left their high Idalian Groves,
Here, with the Muses passed their flowing hours,
Near the cool stream or in the shady bow'rs;
While the sweet Nine their golden harps have strung,
And Waller's verse on Saccharissa sung.
Thus did Apollo for his choir prepare
A seat remov'd from public strife and care,
For which the muse in gratitude has brought
To Schuylkill's banks the Greek and Roman thought;
There to her Barlow gave the sounding string,
And first taught Smith and Humphries how to sing."

Without being inspired by the "Sacred Nine," or fearing the displeasure of the Muses (probably not being devoted worshippers of Apollo), the Grays invaded the sacred privacy of Diana, induced by the many manifestations of popular favor bestowed upon the place, and established their celebrated "garden" here, about the year 1790. Far enough removed from the city (at that time nearly four miles), to attract the attention of those who sought a few hours' relaxation from the cares of business; near

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enough to court the visits of the idler and pleasure-seeker, and abounding in facilities for rational enjoyment, the citizens generally availed themselves of the privileges it so amply offered, and it soon enjoyed a brilliant reputation as a place of public resort.

The Grays, from the numerous advertisements in the newspapers of that date, seem to have been enterprising and unremitting in their efforts to please. Festivities were arranged with decorous taste, and our national holidays were celebrated on a liberal scale and in an attractive style. Under their auspices, it long maintained a hold on popular affection, and the avenues leading to the ferry presented a varied and animated scene.

> "There market maids, in lively rows,
> With wallets white, were riding home;
> And thundering gigs, with powdered beaux,
> Through Gray's green, festive shades to roam."

But the utilitarianism of the age has shorn Gray's garden of its beauties, and the banks of the "classic stream," which once echoed with festivity and mirth, now re-echo to the hoarse trumpet of the locomotive. The "sylvan groves," once the resort of

> "The Paphian Queen and all her winged loves,"

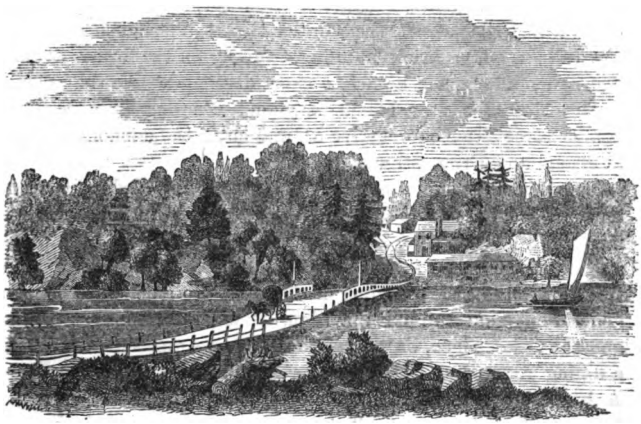
are rapidly disappearing, and "Gray's Garden" has become a memory.

The first bridge across the river at this point is believed to have been a temporary one, constructed by the British when they occupied Philadelphia. The old floating bridge, in use in 1788, was constructed of logs, connected together in such a manner as to rise and fall with tide and freshet. The draw was a rudely-arranged contrivance, moved by means of ropes. The whole structure was quite frail in appearance, but answered tolerably well the purposes for which it was intended.

On the 20th day of April, 1789, this structure was decorated with triumphal arches, flowers and evergreen shrubbery, in honor of General Washington, who crossed it on that day, amid the plaudits of thousands of his grateful countrymen, on his way to New York, to take his seat as the first President of the United States.

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On the 14th day of May, 1793, a man of quite different calibre and character was publicly received here, and escorted into the city. This was the at one time distinguished Frenchman, "citizen Genet."



THE OLD FLOATING BRIDGE ACROSS THE SCHUYLKILL.

A floating bridge, still known to very many of the citizens as the "old floating bridge," still occupied the crossing at the time of its purchase by the Company, and we here present an accurate view of it, as it appeared in 1828.

The site of the present bridge was purchased for a railroad crossing, by the Company, in December, 1836; and with legislative permission, the present structure was built in 1837–8, at a cost, including the property and ferry rights, of nearly $200,000. Since that time, it has undergone extensive alterations and repairs, with a view of increasing its strength. It is very substantial, and well adapted to the purposes for which it was intended. It is eight hundred feet long, provided with a draw near the western end, and supported by five piers. A partition divides the bridge into two parts; one of which accommodates highway travel, while the other is used exclusively for the passage of trains.

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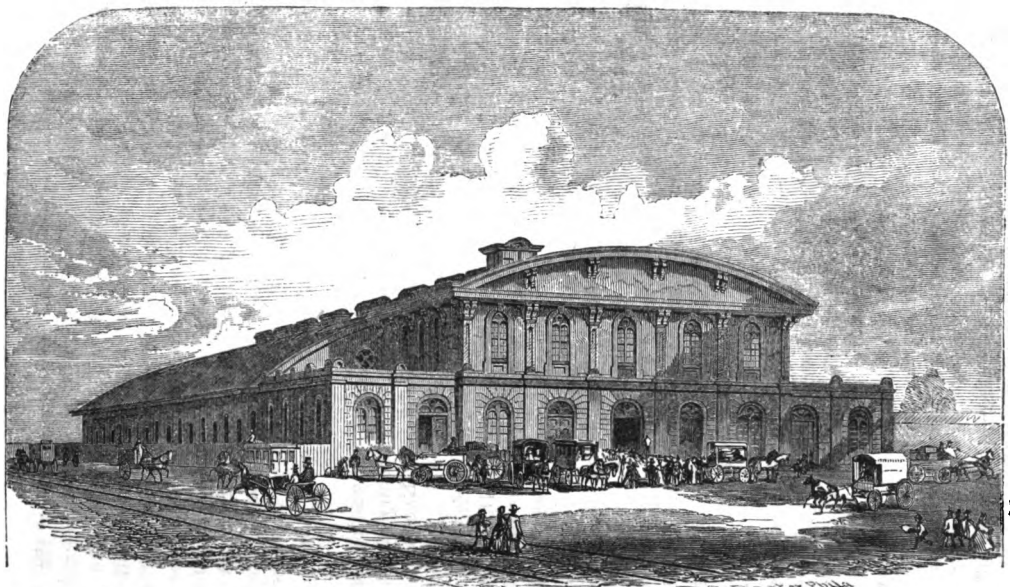
As the cars emerge from Gray's Ferry Bridge, the traveller catches a glimpse of Woodland Cemetery, located on the west bank of the river, a short distance above the bridge. The palatial building situated on the extensive grounds adjoining it, is the "Blockley Almshouse." As the train turns from Gray's Ferry Road into Prime street, the United States Arsenal is seen upon the left; a plain brick building, fronting on the former avenue. The splendid marble edifice, a short distance above the arsenal, is the United States Naval Asylum. Passing directly along Prime street, the cars arrive at, and enter the capacious Depot at Broad and Prime streets.

This station is superior to any other in Philadelphia in architectural beauty, size, and the convenience of its internal arrangements. Its front, upon Broad street, is of brown sand-stone, two stories high, flanked by wings of one story. The lower floor of this portion of the building is divided into a spacious hall for general entrance and exit: a room for ladies, one for gentlemen, and the ticket office, on the northern side; a refreshment saloon, a dining room, and the conductor's office, on the southern side. A broad flight of stairs upon either hand leads to the second floor, which contains ten offices, occupied by the President, General Superintendent, Treasurer, Master of Transportation, Ticket Clerk, Engineer, Paymaster, &c., &c. The portion of the building appropriated to the reception and despatch of trains is covered by an arched roof of one hundred and fifty feet span, supported by a Howe truss rafter, without columns. It is entered by eight tracks. The northern portion is used for conducting the business of the Freight Department.

The entire Depot is one hundred and fifty feet wide, by four hundred feet deep. The yard attached to it consists of the parallelogram contained between Carpenter and Prime streets, on the north and south, and Broad and Sixteenth streets, on the east and west. The area of this plot is about seven acres. In this yard are about two and a quarter miles of track (including a curve for turning engines); an engine house, sixty by eighty feet, and a capacious wood shed, five hundred feet long.

The Depot was completed and occupied in May, 1852, and its cost, including the grounds, was about $100,000.

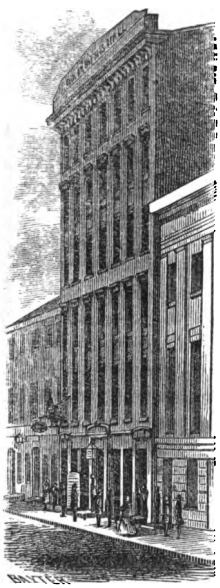
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SOUTHERN AND WESTERN RAILROAD STATION, AT BROAD AND PRIME STREETS, PHILADELPHIA.

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Modes of Conveyance from the Depot.—On leaving the ferry boat at Perryville, the conductor, on connecting trains, designates the cars to be occupied by through passengers to New York or beyond it. These cars do not pass into the station at Broad street, but continue down Prime street to the Southwark Depot, on the Delaware River front of the city, where the passengers are received upon a steamboat, to be transferred to the cars on the Camden and Amboy Railroad. This is, however, at the traveller's option, as omnibuses are always provided at the Depot, to carry passengers across the city, if that mode of conveyance is preferred.



LIBRARY ST. STATION.

Omnibuses are also in waiting for the Company's station in Library street, east of Fifth street, for the Exchange, and the various hotels.

Numerous hackney carriages are always to be found at the Depot, on the arrival of a train. To prevent an exorbitant charge being imposed upon the traveller, should he employ one of these, we give an extract from the city ordinance, establishing the

Rates of Fare for Hackney Carriages.—The prices or rates of fare to be taken by, or paid to the owners of hackney carriages, for the conveyance of passengers, shall be as follows, to wit:

For conveying a passenger any distance not exceeding one mile, fifty cents; and for every additional passenger, twenty-five cents.

For conveying a passenger any distance more than a mile, and not exceeding two miles, seventy-five cents; and for every additional passenger, twenty-five cents.

For conveying a passenger any distance over two miles, for every such additional mile or part of a mile, the sum of twenty-

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five cents in addition to the sum of seventy-five cents for the first two miles; and for every additional passenger, twenty-five cents.

For the use of a hackney coach by the hour, with one or more passengers, with the privilege of going from place to place, and stopping as often as may be required, one dollar an hour.

In all cases where the hiring of a hackney carriage is not at the time specified to be by the hour, it shall be deemed to be by the mile; but in case the distance shall be more than four miles, the rate to be charged for each additional mile, shall be twelve and a half cents for each passenger, as herein provided.

For children between two and fourteen years of age, half price is only to be charged; and for children under two years of age, no charge is to be made.

Every driver or owner of a hackney carriage shall carry, transport, and convey in and upon his carriage, in addition to the person or persons therein, one trunk, valise, saddle-bag, carpet-bag. portmanteau, or box, if requested so to do, for each passenger, without charge or compensation therefor; but for every trunk or other such article above named, more than one for each passenger, he shall be entitled to demand and receive the sum of six cents.

There shall be placed within every hackney carriage, in a conspicuous place therein, at all times, a card which shall contain the registered number of said carriage, the name and residence of the owner thereof, and a list of the rates of fare.

That if any owner, driver, or person having charge of any such carriage, shall ask or demand any greater sum than he may be entitled to demand as herein set forth, he shall forfeit all claim for compensation for the services for which such greater sum shall have been demanded; and if such owner, driver, or person as aforesaid, shall receive upon such demand any greater sum than he may be entitled to demand and receive as herein set forth, or if such owner, driver, or person aforesaid, shall offer for employment any carriage wherein the card mentioned in the tenth section hereof shall not be placed as aforesaid, he shall forfeit and pay for each and every such offence, the sum of five dollars.

Hotels.—For the convenience of the stranger, we give a list of the principal hotels, with their location and distance from the

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depot, following the course of the streets. The latter is given to determine the amount of fare due the carriage driver, should one be employed.

American Hotel, Chestnut street below Sixth, 1⅝ miles.
Ashland House, Arch street above Seventh, 1¾ miles.
Arcade Hotel, Chestnut street above Sixth, 1½ miles.
Bloodgood's Hotel, Walnut street wharf, (Del. R.,) 2 miles.
Commercial Hotel, Sixth street above Chestnut, 1⅝ miles.
Chestnut Street House, Chestnut street below Fourth, 2 miles.
Eagle Hotel, Third street above Race, 2¼ miles.
Franklin House, Chestnut street above Third, 2 miles.
Girard House, Chestnut street below Ninth, 1⅝ miles.
Jones' Hotel, Chestnut street above Sixth, 1½ miles.
Jones' Exchange Hotel, Dock street below Third, 1⅞ miles.
La Pierre House, Broad street below Chestnut, ¾ mile.
Merchants' Hotel, Fourth street below Arch, 2 miles.
Madison House, Second street below Arch, 2⅛ miles.
Mansion House, Eleventh and Market streets, 1¼ miles.
Mount Vernon Hotel, Second street above Arch, 2⅛ miles.
Richards House, Eighth and Spring Garden streets, 2¼ miles.
Ridgway House, Market street wharf, (Del. R.,) 2⅛ miles.
St. Lawrence Hotel, Chestnut street above Tenth, 1¼ miles.
States' Union Hotel, Market street above Sixth, 1⅝ miles.
United States Hotel, Chestnut street above Fourth, 1¾ miles.
Union Hotel, Arch street above Third, 2 miles.
Washington House, Chestnut street above Seventh, 1½ miles.
White Swan Hotel, Race street above Third, 2¼ miles.

PHILADELPHIA.

Philadelphia is situated on the Delaware River, ninety-six miles from the Ocean. The site of the city being nearly level, it does not present an imposing appearance to the approaching traveller. It was planned by William Penn, and settled by a colony of English "Friends" under his direction, in 1682. Penn, with commendable forethought, made ample provision in his plan for a large city, the whole of which he laid out with regularity and taste; and from the effects of his prudence and judgment, Phil-

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adelphia will ever enjoy many advantages. Its original location embraced the plain between the Delaware and Schuylkill Rivers; but this has long since been fully occupied, and West Philadelphia (west of the Schuylkill) become merged in the present city, the corporate limits of which extend, in their greatest distance, twenty-four miles in one direction, and about fourteen in the other. The portion densely built upon, however, extends along the Delaware about five miles, and has a width of about three miles. The streets generally are straight and wide, and cross each other at right angles, with the capability of being extended indefinitely; the length of Broad street (one hundred and twelve feet wide) being at present about nine miles, and that of Market street, (one hundred feet wide,) which crosses it at right angles, about five miles.

The buildings of Philadelphia formerly presented a uniformly plain but neat appearance. This characteristic is now rapidly disappearing, and every conceivable style of architecture is presented in both public and private improvements. Many of the streets are thronged with spacious and elegant edifices, built of every variety of available material.

The vast mineral resources of Pennsylvania, for which Philadelphia is the natural outlet, secure to this city a permanent prosperity which no ordinary event in the history of cities can vitally affect. In manufactures and the mechanic arts, it has acquired a prominent reputation throughout the world. In a mercantile aspect, aside from its natural advantages, the probity of its merchants, as a class, has won for it a flourishing and rapidly increasing business. In commerce, an apathy seems to have overshadowed the usual enterprise of its citizens, and although additional impetus has recently been given to its trade, yet a wide field lies open in this direction, which, if properly cultivated, would yield an abundant return, and would add to its permanent prosperity.

Its population, though now outnumbering 550,000 souls, rates Philadelphia as the second city in the United States; but in extent, and number of buildings, it occupies the first position; and in point of health, basing the estimate upon the percentage of deaths in proportion to population, it stands unequalled. With-

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out further remarks of a general nature, we will here introduce to the special notice of the traveller some of its most prominent buildings, places of resort, &c., for full details of which, with many other matters of interest, we refer to "The Stranger's Guide in Philadelphia and its Environs," published by Messrs. Lindsay & Blakiston, No. 25 South Sixth street.

PUBLIC BUILDINGS, ETC.

INDEPENDENCE HALL, Chestnut street between Fifth and Sixth streets. Few persons leave the city without visiting this time-honored memorial of the patriotism of our sires and birthplace of our national independence. The old "State House," by popular favor, has received this designation, properly appropriate only to one room within it. In the east room, on the first floor, Congress adopted the Declaration of Independence, July 4th, 1776 This room is at all times accessible, and in it are gathered many interesting relics of "the times that tried men's souls." Prominent among these, is the old bell that first announced with joyous peal, the consummation of the act declaring the colonies free. Portraits and memorials of the prominent men of the past, decorate the walls. The other portions of the building are occupied by the Courts and City Councils. The steeple commands a very fine panoramic view of the city.

THE UNITED STATES MINT, Chestnut street near Broad. Visitors are permitted to pass through this establishment, inspect the ingenious machinery, and witness the various interesting processes of manufacturing coin.

GIRARD COLLEGE, Ridge Road and Girard Avenue. This institution is designed for the gratuitous instruction of destitute orphans, and was erected in accordance with the will of Stephen Girard. The buildings, six in number, are surrounded by extensive grounds. In chasteness of design, perfection of workmanship, and indestructibility, the principal edifice or college proper, stands unequalled, certainly in this country, and perhaps in the world. Its architecture is Corinthian, modelled after a Greek temple. It was commenced in 1833, and completed in 1847, at a cost of about $2,000,000. While its architectural features chal-

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THE OLD STATE HOUSE.

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lenge comparison, as a work created by private munificence, it is unrivalled. A fine statue of the founder stands in the southern vestibule, where is also seen a marble sarcophagus containing his remains. Permits for admittance are freely accorded by any of the Directors to all persons except clergymen, whose admittance is specially prohibited by the will of Mr. Girard.

The State Penitentiary for the Eastern District of Pennsylvania, Coates street, between Twentieth and Twenty-Second streets.

The Houses of Refuge for white and colored children, Parrish, between Twenty-Third and Twenty-Fourth streets. Incorrigible children are sent to these institutions.

Fairmount Water Works, on the eastern bank of the Schuylkill, between Callowhill and Coates streets. Aside from the inestimable value of these works to the city, they attract deserved attention from their picturesque surroundings. Fairmount proper is occupied by the basins, and its summit commands a fine view of the city. The bold cliffs that form its sides; the groves that stand at its base; the "romantic Schuylkill," which at one point lies lake-like in placidity, beneath the eye, and at another plunges in an unbroken sheet over the dam, to rush in foam impetuously away; the graceful outlines of the suspension bridge, spanning the river a little way below; the plashing of sculptured fountains; the sullen roar of the water against the great water-wheels, so silent themselves, in the dignity of tireless strength; the bubble-capped waves, sparkling in sunshine, and iridescent even in moonlight; the natural and artistic charms of the surrounding scenery, in every direction and at every hour—all these combine to constitute a picture unique in its surprising beauty.

The Custom House, Chestnut street above Fourth. This building was erected and occupied by the United States Bank. It is a fine specimen of the Doric order of architecture, and the front is a reproduction of that of the Parthenon at Athens.

The Post Office, Dock below Third street.

The Merchants' Exchange, Walnut, Third and Dock streets. From this, as a common centre, omnibus routes diverge to all portions of the city.

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THE NAVY YARD, Delaware River Front, below Washington street.

THE COUNTY PRISON, Passyunk Road, below Tenth street.

THE UNITED STATES NAVAL ASYLUM, Gray's Ferry Road, between Shippen and Christian streets. This institution is intended as a Hospital and Home for Pensioners. The buildings are handsome and commodious, and the grounds around them quite extensive.

THE UNITED STATES ARSENAL, Gray's Ferry Road and Prime street. These buildings are now used as an Army Clothing Depot.

CHARITABLE AND BENEVOLENT INSTITUTIONS.

THE BLOCKLEY ALMSHOUSE, west bank of the River Schuylkill. This is one of the most extensive almshouses in the United States. The buildings, four in number, form a quadrangle, each front being 500 feet. A farm of 200 acres surrounds them. The inmates usually number about 2000 persons.

PENNSYLVANIA HOSPITAL FOR THE INSANE, between the West Chester and Haverford Roads, about 2½ miles west from the centre of the city. The judicious treatment of patients at this institution has acquired for it a wide-spread celebrity.

THE PENNSYLVANIA HOSPITAL, entrance Eighth street below Spruce.

THE PENNSYLVANIA INSTITUTION FOR THE EDUCATION OF THE DEAF AND DUMB, Broad and Pine streets.

THE PENNSYLVANIA INSTITUTION FOR THE INSTRUCTION OF THE BLIND, Race and Twentieth streets.

LITERARY AND SCIENTIFIC INSTITUTIONS.

THE ACADEMY OF NATURAL SCIENCES, Broad and George streets. The Museum and Library of this society are very extensive; the former containing 25,000 specimens in ornithology alone; the latter, nearly 30,000 volumes. The Departments of Mineralogy, Geology and Botany are also very complete.

THE PHILADELPHIA LIBRARY, Fifth and Library streets. This Library was founded in 1731, and contains about 65,000 volumes.

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THE MERCANTILE LIBRARY, Fifth and Library streets.

THE ATHENÆUM, corner of Sixth and Adelphi streets.

THE AMERICAN PHILOSOPHICAL SOCIETY, Fifth street below Chestnut.

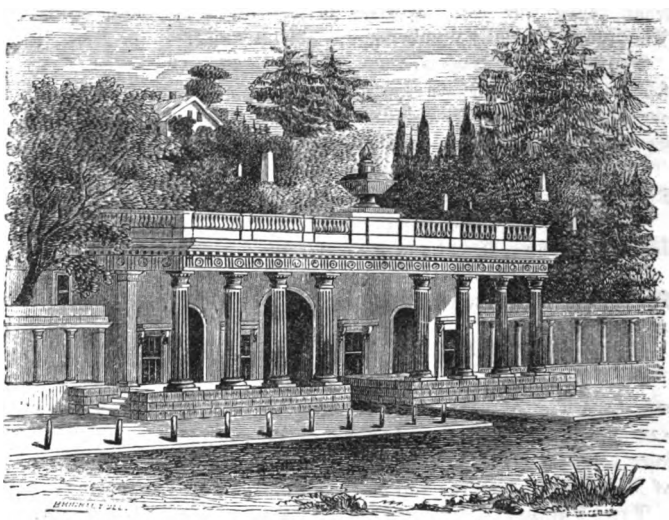
THE HISTORICAL SOCIETY OF PENNSYLVANIA, Athenæum Building, Sixth and Adelphi streets.

THE FRANKLIN INSTITUTE, Seventh street above Chestnut.

THE ACADEMY OF FINE ARTS, Chestnut street above Tenth.

CEMETERIES.

LAUREL HILL CEMETERY, Ridge Road, about 4 miles northwest from the centre of the city. No more beautiful site for a city of the dead could have been chosen. It occupies a bold promontory on the eastern shore of the Schuylkill River, and its natural charms must be seen to be appreciated. Its attractiveness has been much enhanced by the taste displayed in the



ENTRANCE TO LAUREL HILL CEMETERY.

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improvements made, and the number and chasteness of the monuments it contains.

MONUMENT CEMETERY, Broad street above Montgomery avenue.

WOODLAND CEMETERY, west bank of the River Schuylkill, above Gray's Ferry. Entrance on Darby Road.

GLENWOOD CEMETERY, Ridge Road and Islington Lane.

ODD FELLOWS' CEMETERY, Islington Lane near Ridge Road.

PHILADELPHIA CEMETERY, Passyunk Road west of Broad street.

RONALDSON'S CEMETERY, Ninth and Shippen streets.

COLLEGES.

COLLEGE OF PHARMACY, Zane street above Seventh.

UNIVERSITY OF PENNSYLVANIA, Ninth street above Chestnut.

JEFFERSON MEDICAL COLLEGE, Tenth street below Chestnut.

PENNSYLVANIA MEDICAL COLLEGE, Ninth street below Locust.

HOMŒOPATHIC MEDICAL COLLEGE, Filbert street above Eleventh.

FEMALE MEDICAL COLLEGE, No. 229 Arch street.

PUBLIC SQUARES.

INDEPENDENCE SQUARE, immediately in the rear of the State-House. Aside from its beauty, this square possesses the additional interest of having been the first place where the words of the Declaration of Independence fell upon the ears of the people. A movement is now progressing to induce the joint action of the thirteen original states towards marking the spot, by erecting a monument commemorative of the event.

WASHINGTON SQUARE, Sixth and Walnut streets.

FRANKLIN SQUARE, Sixth and Race streets.

PENN SQUARE, Broad and Market streets.

LOGAN SQUARE, Eighteenth and Race streets.

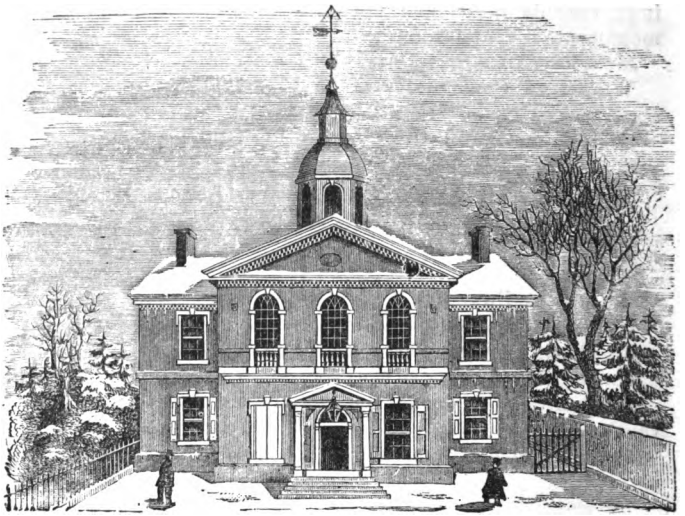
RITTENHOUSE SQUARE, Eighteenth and Walnut streets.

JEFFERSON SQUARE, Washington and Fourth streets.

OLDEN TIME MEMORIALS.

CARPENTER'S HALL, Carpenter's Court, south from Chestnut street below Fourth. Within this venerable edifice, the first Congress of the United Colonies assembled on the 5th day of

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CARPENTER'S HALL.

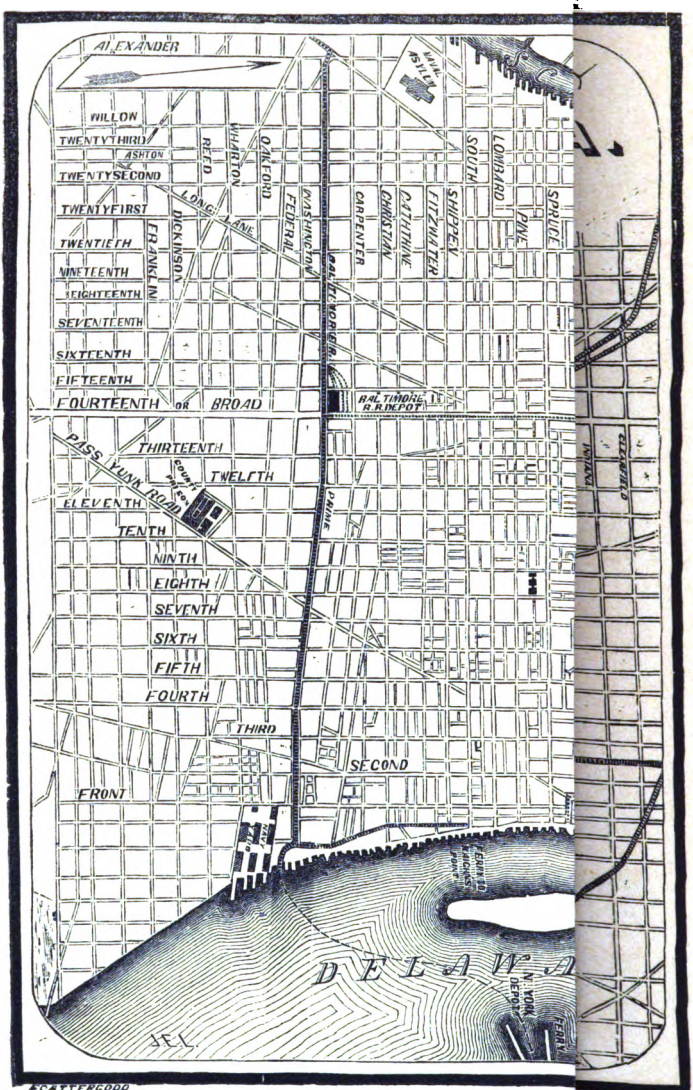
September, 1774. Here were held the first deliberations of that body, upon whose patriotism, firmness, and wisdom, the destiny of this great republic depended. The room in which it met, is now used as an auction mart.

PENN'S SLATE-ROOF HOUSE, Second street below Chestnut, cormer of Norris' Alley. As the residence of William Penn, a century and a half ago, this time-honored building cannot but attract attention. In addition to the interest it derives from this fact, it was also the birth-place of his son, John Penn. General Forbes, Braddock's successor, died here. During the Revolution, it was the residence of John Adams, John Hancock, Baron de Kalb, and Benedict Arnold, while in Philadelphia; and from it, General Lee was borne to his last resting place.

THE TREATY MONUMENT, Beach street above Shackamaxon. This monument marks the site of the celebrated treaty made in the year 1682, between Penn and the Indians.

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PLACES OF AMUSEMENT, HALLS, ETC.

THE ACADEMY OF MUSIC, or New Opera House, Broad and Locust streets, (unfinished.)

THE WALNUT STREET THEATRE, Ninth and Walnut streets.

THE ARCH STREET THEATRE, Arch street above Sixth.

WELCH'S NATIONAL CIRCUS, Walnut street above Eighth.

THE CITY MUSEUM, Callowhill street below Fifth.

MUSICAL FUND HALL, Locust street above Eighth.

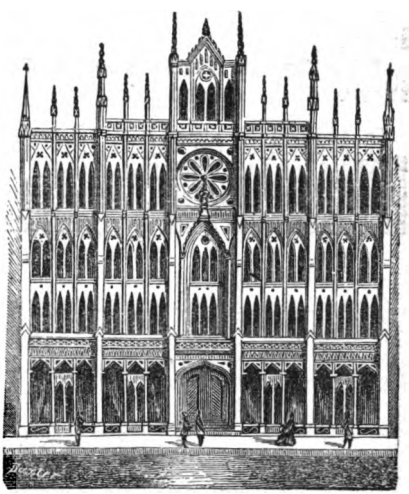
CONCERT HALL, Chestnut street below Thirteenth.

NATIONAL HALL, Market street below Thirteenth.

SANSOM STREET HALL, Sansom street above Sixth.

THE ASSEMBLY BUILDINGS, Chestnut and Tenth streets.

THE MASONIC TEMPLE, Chestnut street below Eighth. This edifice is the finest specimen of Gothic architecture in the city. It was erected by the Masonic Fraternity in 1854–5, for the use of that order. The interior is appropriately, and at the same time elaborately decorated, and the furniture is of the richest description. The dimensions of the building are one hundred and two feet front, by one hundred and seventy-eight feet deep.



THE MASONIC TEMPLE.

ODD FELLOWS' HALL, Sixth street below Race.

ODD FELLOWS' HALL, corner of Third and Brown streets.

ODD FELLOWS' HALL, Broad and Spring Garden streets.

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ODD FELLOWS' HALL, corner of Tenth and South streets.
ODD FELLOWS' HALL, Third street below German.
SONS' OF TEMPERANCE HALL, Second street below Queen.

RAILROAD STATIONS, ETC.

NEW YORK RAILROAD LINES, Walnut street wharf (Delaware front), and Montgomery street, near Frankford Road, Kensington.

NIAGARA FALLS RAILROAD LINES (Reading Railroad Depot), Broad street above Vine.

PENNSYLVANIA RAILROAD, corner of Eleventh and Market streets.

READING RAILROAD, Broad street above Vine.

GERMANTOWN AND NORRISTOWN RAILROADS, corner of Ninth and Green streets.

NORTH PENNSYLVANIA RAILROAD, corner of Front and Willow streets.

WEST CHESTER RAILROAD, corner of Market and Eighteenth streets.

In addition to the objects of interest we have pointed out, there are many that our limited space compels us to omit. We have, however, endeavored to enumerate those which usually attract the attention of strangers, and receive their visits.

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FROM

PHILADELPHIA TO BALTIMORE,

BY RAILROAD

	ON THE LEFT.	Miles to Baltimore.	RAILROAD.	Miles from Philadelphia.	ON THE RIGHT.
		98	Philadelphia Sta. □		
	Dwellings.		Prime Street.		U. S. Naval Asylum.
			Gray's Ferry Road.		U. S. Arsenal.
					Schuylkill River.
					Blockley Almshouse.
			Gray's Ferry Bridge.		
Schuylkill River.	Bartram's House.				
	Bartram Hall.				Farms
	Gas Works (East of the Schuylkill)				
	Meadows.				and
	Lazaretto.	87	Lazaretto Station. □	11	
			Darby Creek.		Villas.
			Crum Creek.		
			Ridley Creek.		
Delaware River.	Chester.	84	Chester Station. □	14	Chester.
			Chester Creek.		
					Farms
	Kenilworth.				and
		82	□ Thurlow's Sta.	16	Villas.

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ON THE LEFT.	Miles to Baltimore.	RAILROAD.	Miles from Philadelphia.	ON THE RIGHT.
Del. River. Marcus Hook.	80	Marcus Hook Sta. ☐	18	
Del. River. Claymont.	78	☐ Claymont Sta.	20	
	75	Bellevue Station. ☐	23	Woolton Hall.
		Brandywine Creek.		
				Old Swedes' Church.
Christiana Creek.		Freight Station. ☐		Wilmington.
Christiana Creek. Engine House, Shops.	70	Passenger Station. ☐	28	
				Almshouse.
Christiana Creek. N. C. R. R. Junction.				
	66	Newport Station. ☐	32	Newport.
		Old Red Clay Creek.		
		White Clay Creek.		
	64	☐ Stanton Station.	34	Stanton.
Iron Hill.	58	☐ Newark Station.	40	Newark.
Chesnut Hill.				
				Yellow House.
				Mason & Dixon's Line.
Elkton.	52	Elkton Station. ☐	46	
		Bacon Hill.		
		North East River.		
North East River. North East.	46	☐ North East Sta.	52	
North East River. Fire Brick Works.				
North East River. Charlestown.	43	☐ Charlestown Sta.	55	
		Principio Creek.		
	40	Principio Station. ☐	58	Iron Furnace.
	37	Perryville Station. ☐	61	
		Susquehanna River.		Port Deposit.
Chesapeake Bay.				Watson's Island.
Havre de Grace.	36	Hav. de Grace Sta. ☐	62	Havre de Grace.

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ON THE LEFT.	Miles to Baltimore.	RAILROAD.	Miles to Philadelphia.	ON THE RIGHT.
	31	Aberdeen Station. □	67	
				Spesutia Church.
Farms.	27	Perrymansv'e Sta.□	71	
		Bush River.		
	24	Edgewood Station.□	74	
Magnolia Grove.	19	Magnolia Station. □	79	
		Gunpowder River.		Joppa.
	17	□ Harewood Sta.	81	
	15	□ Chase's Station.	83	
	9	Stemmer'sStation.□	89	Locust Grove Furnace.
		Back River.		
		North Point Road.		
Canton.				Canton.
Machine Shops, &c.				
Fort McHenry.				
Harbor.		Harris Creek.		Baltimore.
Baltimore.		□ President St. Sta.	98	

On arriving at the Depot in Baltimore, passengers (by connecting trains) for Washington or the west, holding through tickets, will find a car drawn by horses in President street, directly in front of the Depot, which will convey them to the Baltimore and Ohio Railroad Station.

Omnibuses are provided by the proprietors of the principal hotels, for the benefit of their patrons.

For the information of those who hire a hackney coach, we give a digest of the city ordinance relative to

Hackney Coaches—Rates of Fare.—From any steamboat landing or railroad depot, to any hotel or private residence within the limits of the city, for a single passenger, fifty cents. If two or

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more, each thirty-seven and a half cents. For each trunk, box or bag, of sufficient size to be strapped on, twelve and a half cents. No charge for small parcels put in the carriage.

To any Steamboat or Railroad Depot. The same fare and charge for baggage, with an addition of fifty cents for the carriage, when sent for from the stable.

Within the following limits, (assuming Calvert street as the centre:) east to Canal street, west to Green street, south to Great Montgomery street, and north to Biddle street, for a single passenger, thirty-seven and a half cents. If two or more, each twenty-five cents. If beyond these limits, and anywhere within the city boundary, additional for each passenger, twelve and a half cents.

For the use of hackney coaches by the hour, one dollar: and at the same rate, for all fractions of an hour; but no charge for any time less than a quarter of an hour.

For hacks taken from the stand to any part of the city, as follows: From the 1st of May to 30th of September, inclusive, after 8 o'clock, p. m., for a single passenger, seventy-five cents. If more than one, each fifty cents. A like sum for returning. From 1st October to 30th of April, inclusive, after 7 o'clock, p. m., the same. No charge for baggage.

Hotels.—This list comprises the principal hotels, with their distance from the depot, following the direction of the streets.

Barnum's Hotel, corner of Calvert and Fayette streets, $\frac{7}{8}$ mile.
Eutaw House, Corner of Eutaw and Baltimore streets, $1\frac{1}{4}$ miles.
Fountain Hotel, Light street near Baltimore, $\frac{7}{8}$ mile.
Gile's European Hotel, No. 124 Baltimore street, $\frac{7}{8}$ mile.
Gilmor House, Calvert and Lafayette streets, $\frac{7}{8}$ mile.
Howard House, Howard street near Baltimore, $1\frac{1}{4}$ miles.
Maltby House, Pratt street near Light, $\frac{3}{4}$ mile.
National Hotel, Camden street near Howard, $1\frac{1}{8}$ miles.
Simon's Hotel, Fayette street near Holliday, $\frac{7}{8}$ mile.

BALTIMORE.

The present site of the city of Baltimore was first selected for a town, in 1729; and it received its present name in 1745, in honor of the proprietary of the colony of Maryland. It is lo-

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cated upon an estuary or arm of the Patapsco River, about twelve miles from the entrance of that river into the Chesapeake Bay. It presents an eminently picturesque appearance, occupying as it does, several hills, which slope towards its capacious and secure harbor.

With a location very favorable as a port of entry, it possesses superior commercial advantages, and these have been developed with commendable energy by its citizens. It is also the nearest of all Atlantic seaports to the central regions of the Great West, with which it is intimately connected by means of the Baltimore and Ohio Railroad. This combination of circumstances gives it vast facilities for both foreign and internal trade, and renders the city very prominent among rival marts for the reciprocal trade between the seaboard and the interior, with its almost boundless agricultural and mineral wealth.

The streams around the city furnish immense water-power, which is extensively employed for mills and manufactories.

The population of Baltimore in 1850, was 169,054. It is now estimated at 220,000.

There are many points of interest and attraction to the stranger in the city and its vicinity, to some of the most prominent of which we will briefly call attention.

MONUMENTS.

Washington Monument is situated in Mount Vernon Place, at the intersection of Charles and Monument streets. This beautiful shaft of white marble, stands on an elevation one hundred feet above tide water. It is surmounted by a colossal figure of *Puter Patriæ*, in the act of resigning his commission as Commander-in-Chief. The base of the monument is fifty feet square, and twenty feet high; height of column, one hundred and seventy-seven feet; height of the statue, sixteen feet; making the entire height two hundred and thirteen feet. A circular flight of steps, two hundred and twenty-eight in number, leads to the capital, from which a fine panoramic view of the city, harbor, and adjacent country is visible. Admittance, twelve and a half cents.

Battle Monument, a beautiful structure in Monument Square,

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at the intersection of Calvert and Fayette streets. This monument is erected in commemoration of those who fell in defence of the city at the battle of North Point. It is a facial column of white marble (upon a square base), on which are inscribed the names of "The Defenders," surmounted by a statue representing the Genius of Baltimore. The entire height is fifty-three feet.

ARMISTEAD MONUMENT, Calvert above Saratoga street. This is a small monument erected to the memory of Colonel George Armistead, for his gallant defence of Fort McHenry in 1814. It stands in the enclosure surrounding the City Spring.

PUBLIC BULDINGS, ETC.

THE EXCHANGE, Second, Gay and Lombard streets.

THE CUSTOM HOUSE, in the Exchange Building.

THE POST OFFICE, in the Exchange Building.

THE GAS WORKS, Holliday street below Saratoga.

MARYLAND PENITENTIARY, Madison street near York avenue.

BALTIMORE PRISON, adjoins the Maryland Penitentiary.

BALTIMORE ALMS HOUSE, on the Franklin Turnpike, about 2 miles from the centre of the city.

HOUSE OF REFUGE, between Frederick Road and Franklin Road, about 2½ miles from the centre of the city.

MARYLAND HOSPITAL, Broadway street, between Jefferson and Monument streets.

BALTIMORE INFIRMARY, Lombard street near Green.

THE COURT HOUSE, Monument Square and Lexington street.

CITY HALL, Holliday street, near Saratoga.

FRANKLIN SQUARE, bounded by Lexington street on the north, Fayette on the south, Carey on the east, and Calhoun on the west.

UNION SQUARE, near Franklin Square.

EDUCATIONAL BUILDINGS, ETC.

BALTIMORE COLLEGE, Mulberry street opposite Cathedral.

ST. TIMOTHY'S HALL (Protestant Episcopal Seminary), 6 miles from the city, on the Frederick Turnpike.

ST. MARY'S COLLEGE (Catholic), corner of Franklin and Paca streets.

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Mount de Sales, Convent of the Visitation, in the vicinity of St. Timothy's Hall.

Washington Medical College Building, on Broadway, between Baltimore and Fayette streets. This edifice is not now occupied as a college.

University of Maryland, corner of Lombard and Green streets. This is at present the only medical college in the city

College of Loyola, corner of Calvert and Madison streets.

Convent of the Visitation, corner of Park and Centre streets.

CEMETERIES.

Green Mount Cemetery, entrance at the junction of Belvidere street and York avenue.

Baltimore Cemetery, Belle Air Road, about 3 miles from the centre of the city.

Mount Olivet Cemetery, on the Frederick Road, about 2½ miles from the centre of the city.

PLACES OF AMUSEMENT, HALLS, ETC.

Front Street Theatre, Front street near Gay.

Holliday Street Theatre, Holliday street near Fayette.

Charles Street Theatre, corner of Charles and Baltimore streets.

Baltimore Museum, corner of Baltimore and Calvert streets.

Hall of the Maryland Institute, for the Promotion of the Mechanical Arts, Baltimore street fronting Harrison. This is an immense building, 355 feet in length, 60 feet in width, and cost $60,000. The saloon in the second story, used for the exhibition of the society and other public purposes, is very spacious.

Carroll Hall, corner of Baltimore and Calvert streets.

Masonic Hall, corner of St. Paul and Lexington streets.

Odd Fellows' Hall, Gay street between Fayette and Saratoga streets.

RAILROADS AND STEAMBOATS.

Baltimore and Ohio Railroad Depot. Trains start from the Camden street station, Camden and Howard streets, for the south, via Washington City, and for the west via Wheeling.

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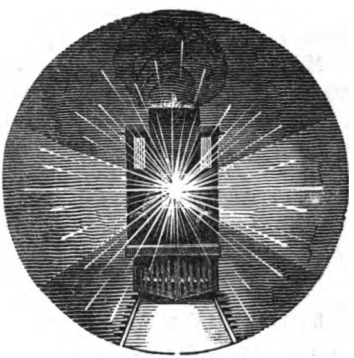
NORTHERN CENTRAL RAILROAD DEPOT, fronts on Calvert street, running north to Centre street. This railroad extends, via York, to Harrisburg, Pennsylvania, 74 miles.

THE BAY LINE STEAMERS start from Union dock, foot of Concord street, for Norfolk and the south.

CITIZENS' UNION LINE STEAMERS start from the same wharf as Bay Line Steamers, for Philadelphia.

In bringing our little volume to a close, and saying farewell to the traveller, we hope his experience in his trip over the Railroad upon which we have accompanied him, may enable him to say with Saxe:

"Singing through the forests,
Rattling over ridges,
Shooting under arches,
Rumbling over bridges,
Whissing through the mountains,
Buzzing o'er the vale,—
Bless me! this is pleasant,
Riding on the Rail!"



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Salamander Safes!

The only manufacturers in Philadelphia engaged in this branch of business, with Philadelphia capital, are

EVANS & WATSON.

Their extensive Manufactory is in the REAR OF EIGHTH STREET, BELOW VINE, where sixty persons are constantly employed, in connection with steam power, in manufacturing their superior Safes, which contain all the modern improvements, and are fully equal to, if not

SUPERIOR TO ANY OTHERS IN THE UNITED STATES.

AT THEIR STORE,

No. 26 South Fourth Street,

ABOVE CHESTNUT,

They keep constantly on hand a large assortment of

Salamander Safes, Vault Doors for Banks and Stores, Iron Shutters, Iron Sash, Bank Locks, Jewelers' Safes, Thief-Proof Chests, Seal and Letter-Copying Presses, Slate-Lined Refrigerators, &c., &c., &c.

E. & W. refer with pleasure to the following parties, who now have their Safes and Manufactured Articles in use:

U. S. Mint, Phila.; U. S. Arsenal, Phila.; U. S. Arsenal, San Francisco, Cal., 5 safes; Philad'a, Wil. & Balt. R. R. Co., 6 safes; Pennsylvania R. R. Co., 8 safes; City Bank, 4 safes; Consolidation Bank, 3 safes; Girard Bank; Bank of Chattanooga, Tenn.; J. S. Moore & Son, Yorkville, S. C.; Bell, Garretson & Co., Huntingdon, Pa.; Bell, Smith & Co., Johnstown, Pa.; Sturgeon & Co., Bankers, Carlisle, Pa.; Caleb Cope & Co., 183 Market st., Phila.; Lacey & Phillips, 14 South 7th st., Phila.; Thos. Mattson & Son, N. Wharves, Phila.; John M. Ford, 32 N. 3d st., Phila.; Wm. H. Brown & Co., 108 Market st., Phila.; Truitt, Brother & Co., 169 Market st., Phila.; Townsend Sharpless & Son, 32 S. 2d st., Phila.; Addicks, Van Dusen & Smith, 159 Market st., Phila.; Whelan & Co., 213 Market st., Phila.; J. Anspach & Co., 3d and Cherry sts., Phila.; Horstman & Co., Military Store, 51 N. 3d st., Phila.; Masonic Hall, Chestnut st., Phila.; James, Kent, Santee & Co., 147 N. 3d st., Phila.

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THE

SALAMANDER SAFES

OF PHILADELPHIA

AGAINST THE WORLD!

EVANS & WATSON

Have had the surest demonstration in the following Certificates, that their manufacture of SALAMANDER SAFES has, at length, fully warranted the representations which have been made of them, as rendering an undoubted security against the terrific element:

PHILADELPHIA, April 12, 1856.

Messrs. Evans & Watson:—Gents—It affords us the highest satisfaction to state to you, that owing to the very protective qualities of two of the Salamander Safes which we purchased of you some few months since, we saved a large portion of our Jewelry, Books, Papers, &c., exposed to the calamitous fire in Ranstead Place, on the morning of the 11th inst.

When we reflect that these Safes were located in the fourth story of the building we occupied, and that they fell subsequently into a heap of burning ruins, where the vast concentration of heat caused the brass plates to melt, we cannot but regard the preservation of the valuable contents as most convincing proof of the great security afforded by your Safes.

We shall take much pleasure in recommending them to men of business as a sure reliance against fire. GEORGE W. SIMONS & BRO.

PHILADELPHIA, April 12, 1856.

Messrs. Evans & Watson: I have to offer you my testimony in favor of the great security afforded to my entire stock of Jewelry, Books, Papers, &c., during the recent disastrous conflagration in Ranstead Place, from the fact that the same were contained in two of the Salamander Safes manufactured by you.

Having fallen from the fifth story of the Artisan Building, where they were previously placed, and exposed to a vast heat for a long time, the preservation of the valuable deposits seemed to every one, who witnessed the opening and interior examination, a matter of profound astonishment.

To all who may require a perfect protection from the ravages of fire, I shall not hesitate to recommend the use of your Safes, as I consider they have now undergone the most trying test. N. E. MORGAN.

PHILADELPHIA, April 14, 1856.

Messrs. Evans & Watson:—Gentlemen—No doubt you will be deeply gratified to learn the good condition in which I discovered my Books, Policy of Insurance, Certificates of Stock, and other valuable documents, when on Friday last I opened the Safe made by your firm.

With my knowledge of its great exposure, both to the intensity of the heat from so hot a fire as that which destroyed the Artisan Building, as also of the force of the fall from its former elevated position in the third story, I could entertain but slender hopes, prior to its interior inspection, that the contents which I once so highly prized would ever be of any service to me; but as these fears are now happily removed, I feel it only due to say to you, that I can henceforth recommend the use of your Safes to all who may wish to feel a confidence in the perfect security which such a means provides against so frightful an element. EDWARD GASKILL, Bookbinder.

EVANS & WATSON,

No. 26 South Fourth Street, Philad'a.

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WILLIAM SELLERS & CO.,

LATE BANCROFT & SELLERS,

16th Street & Pennsylvania Avenue,

PHILADELPHIA,

MANUFACTURE

RAILWAY TURNING AND SLIDING TABLES

And PIVOT BRIDGES,

Upon a new and economical plan, and of any required length. The Turning Tables and Pivot Bridges are fitted with "Parry's Anti-Friction Box," thus enabling one man, without the intervention of gearing, to turn the largest table when loaded with engine and tender. Being of iron, they are not liable to get out of order, and water within 18 inches of the track, will not impair their efficiency or durability.

ALSO,

BANCROFT'S PATENT

SELF-ADJUSTING HANGER & PILLOW BLOCK BEARINGS,

Suitable for all kinds of Shafting or Mill-Gearing.

A large supply of this article kept constantly on hand, arranged so as to attach to upright posts, suspend to the under side of beams, to rest upon foundations, or adapted especially to counter-shafts for tools or other machinery. CAST IRON GRINDSTONE BOXES, fitted with this bearing and resting on wheels, for convenience of moving, also kept constantly on hand. Having probably the largest stock of

PULLEY PATTERNS

in the country, they are prepared to furnish CASTINGS OR FINISHED PULLEYS at short notice, as also SHAFTING, COUPLINGS, GEAR WHEELS, &c., suitable for all manufacturing purposes, fitted up ready for use. They also continue the manufacture of their well known class of

ENGINEERS' AND MACHINISTS' TOOLS,

such as Horizontal Planing Machines, Vertical Planing Machines, Lathes, Boring and Turning Mills, Boring Mills, Horizontal Drills, Vertical Drills, Bolt-Cutting Machines, etc.

WILLIAM SELLERS. JOHN SELLERS, JR.

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PHILADELPHIA
RAILWAY COMMISSION AGENCY,

Nos. 12 & 14 Walnut Street,

PHILADELPHIA.

THOMAS M. CASH.

R. R. IRON, CHAIRS and SPIKES,
BAR and PIG IRON,
LOWMOOR TYRES,
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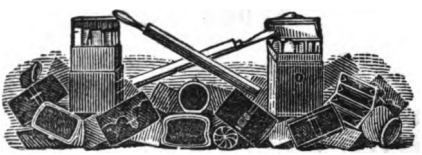
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